

Los Angeles County
Metropolitan Transportation Authority

FTA Quarterly Review Briefing Book

AUGUST 31, 2016



Metro

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FTA QUARTERLY REVIEW MEETING
Los Angeles County Metropolitan Transportation Authority
Wednesday, August 31, 2016 – 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

PRESENTER

Leslie Rogers
Phillip Washington
Drew Phillips
Charles Safer
James Brown

II. CONSTRUCTION REPORTS

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

Bryan Pennington
Charles Beauvoir
Dennis Mori
Michael McKenna
Gary Baker
Tim Lindholm
Annie Yang
Cop Tran

III. METRO PLANNING REPORTS

- A. Potential Ballot Initiative Update
- B. Small Starts Projects
 - Metro Rapid System Gap Closure Lines
- C. Other Projects
 - East San Fernando Valley Transit Corridor
 - Airport Metro Connector – 96th Street Transit Station
 - Eastside Transit Corridor Phase 2
- D. TIGER VI Planning Grant Projects
 - Willowbrook/Rosa Parks Station
Master Plan Implementation Project
 - Eastside Access Improvements
- E. TIGER VII Planning Grant Project
 - Rail to Rail Active Transportation
Corridor Connector Project
- F. Ladders of Opportunity Grant Project
 - Cesar Chavez Bus Stop Improvements Project

Therese McMillan

IV. FTA ACTION ITEMS

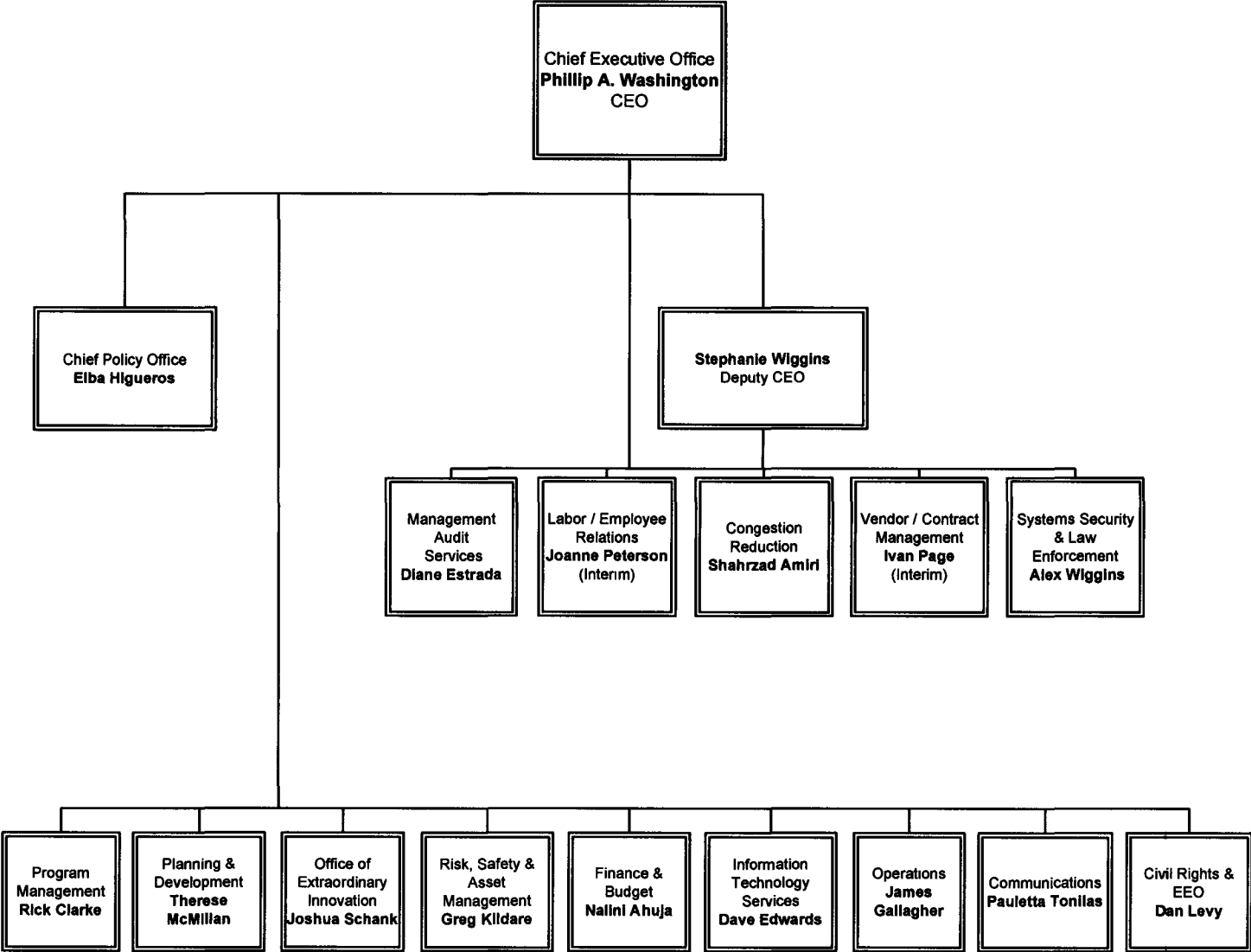
FTA/PMOC

V. PROPOSED SCHEDULE AND LOCATION OF NEXT MEETING

Los Angeles County Metropolitan Transportation Authority
Wednesday, December 7, 2016
William Mulholland Conference Room - 15th Floor

**METRO AGENCYWIDE
ORGANIZATION CHART**

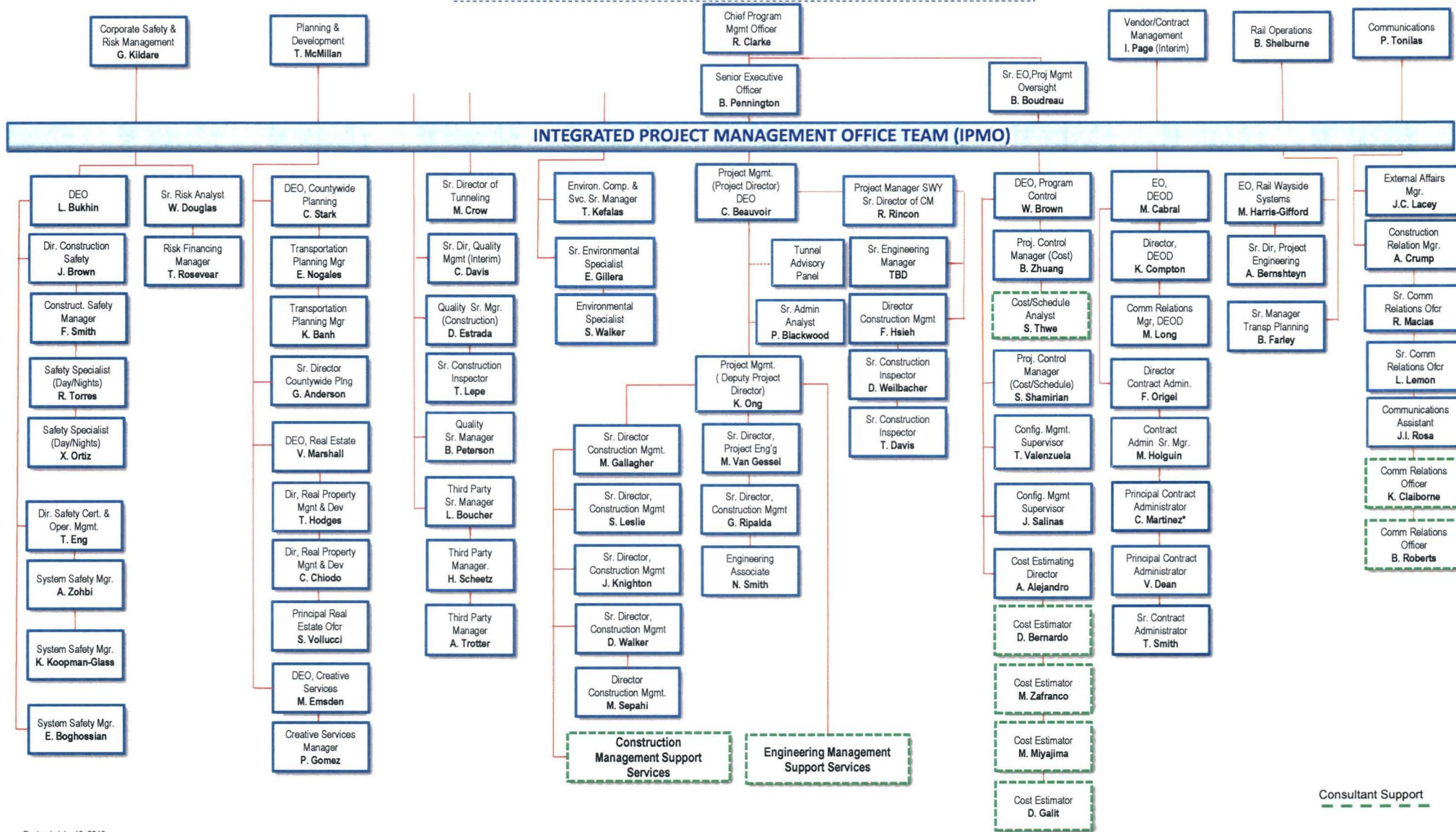
LACMTA Organization Chart



**TRANSIT PROJECT
ORGANIZATION CHARTS**

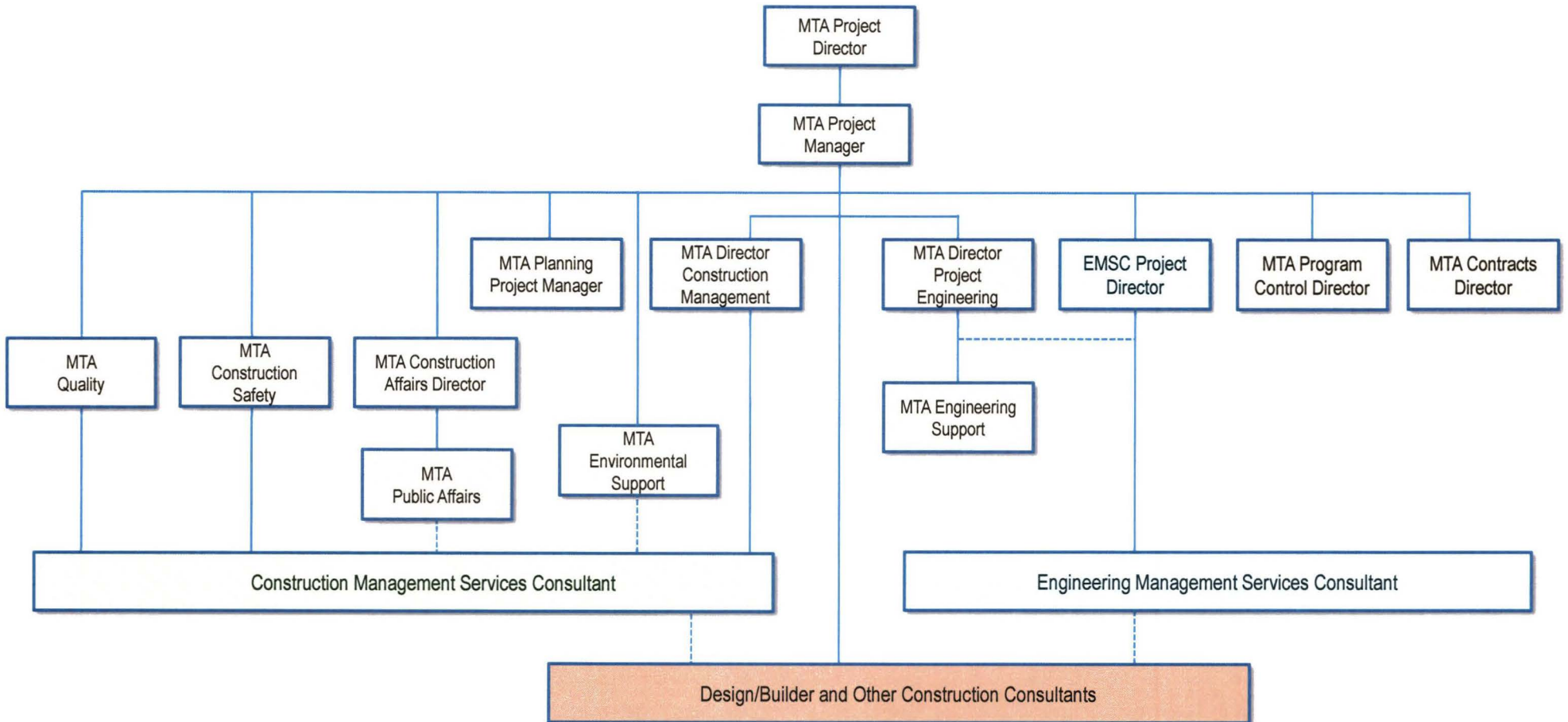
CRENSHAW/LAX TRANSIT PROJECT MATRIX ORGANIZATION

Metro Executive Management Organization and Staff



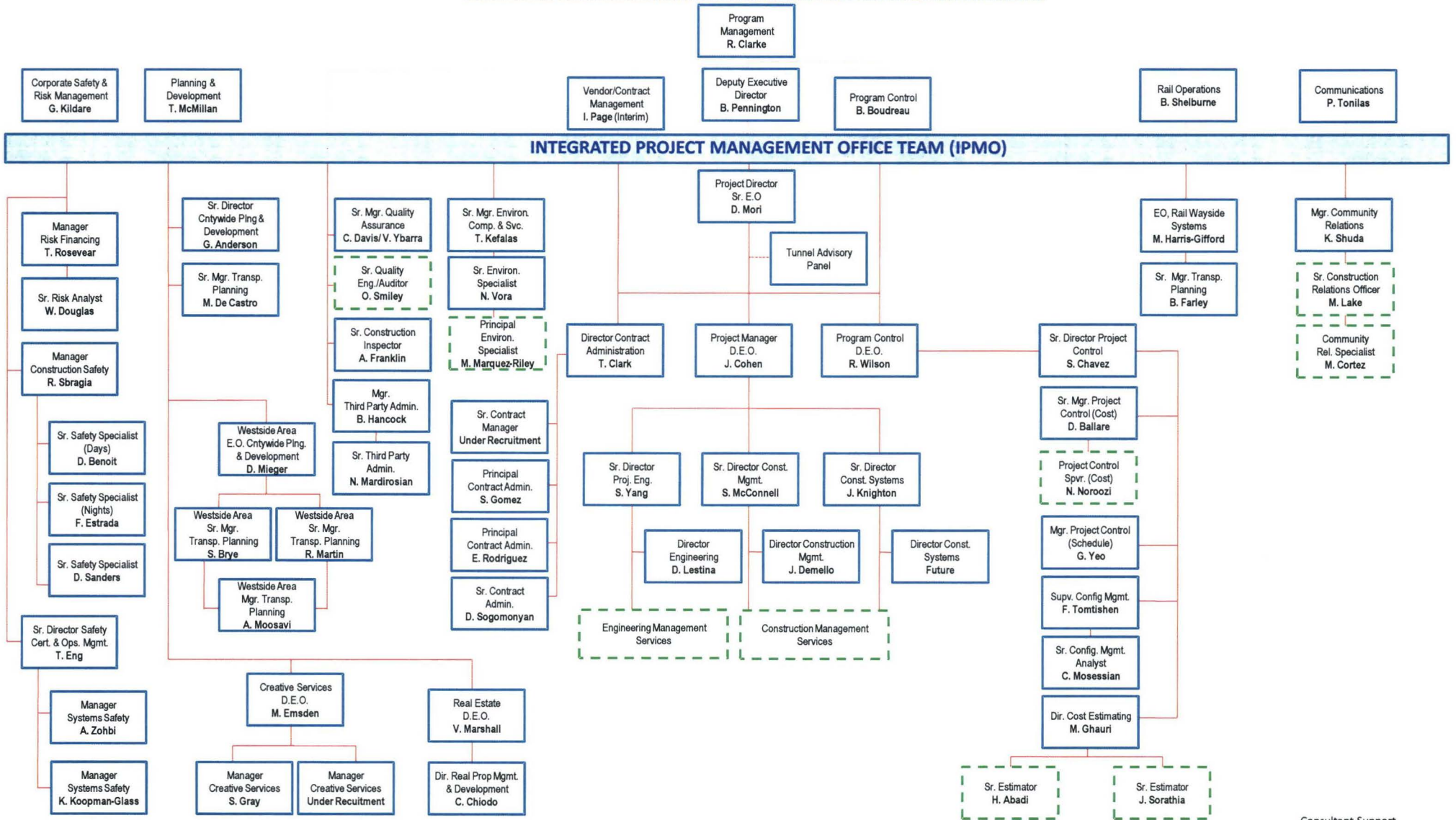
Consultant Support

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



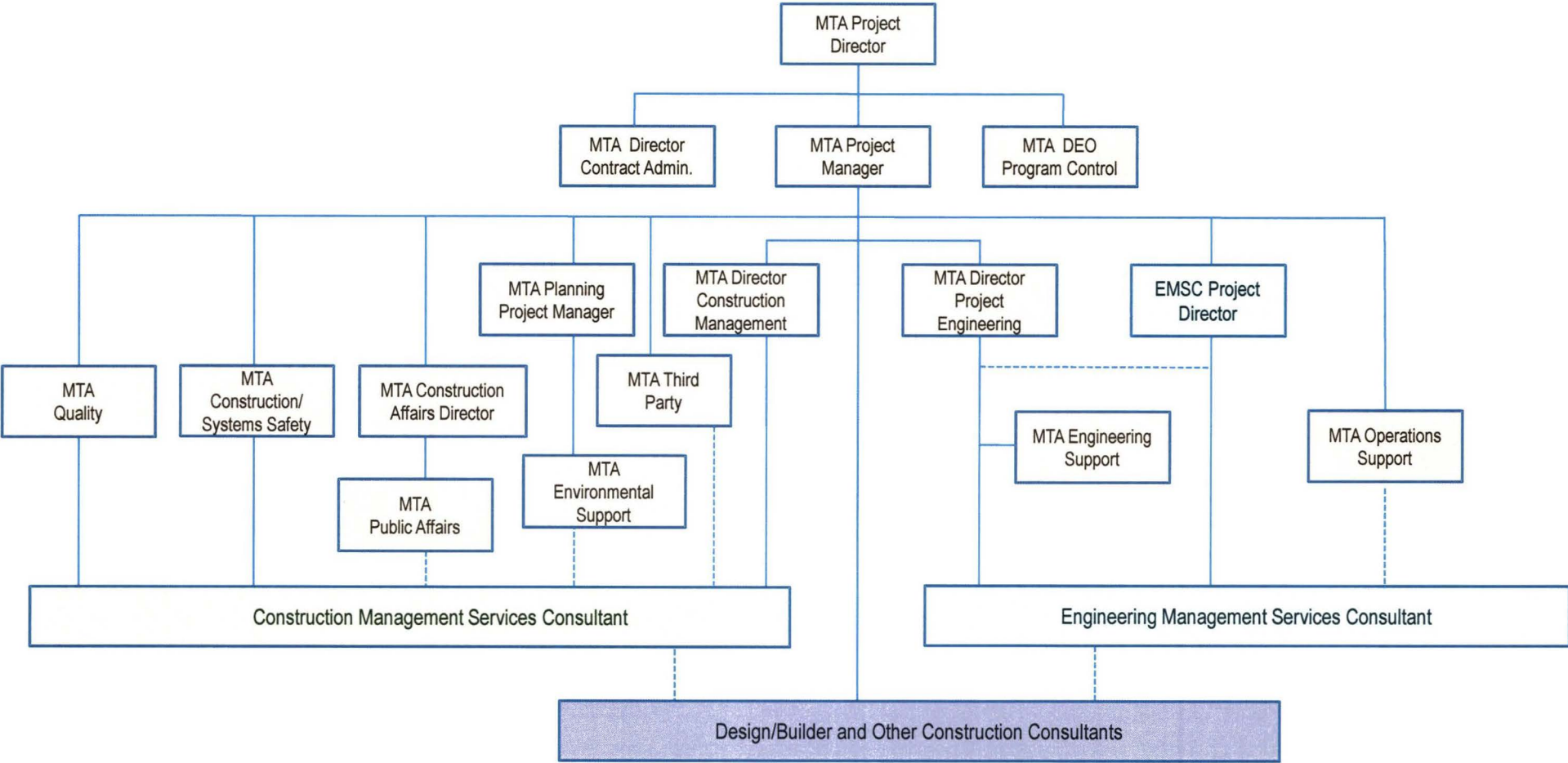
WESTSIDE PURPLE LINE EXTENSION SECTION 1 Matrix Organization

Metro Executive Management Organization and Staff



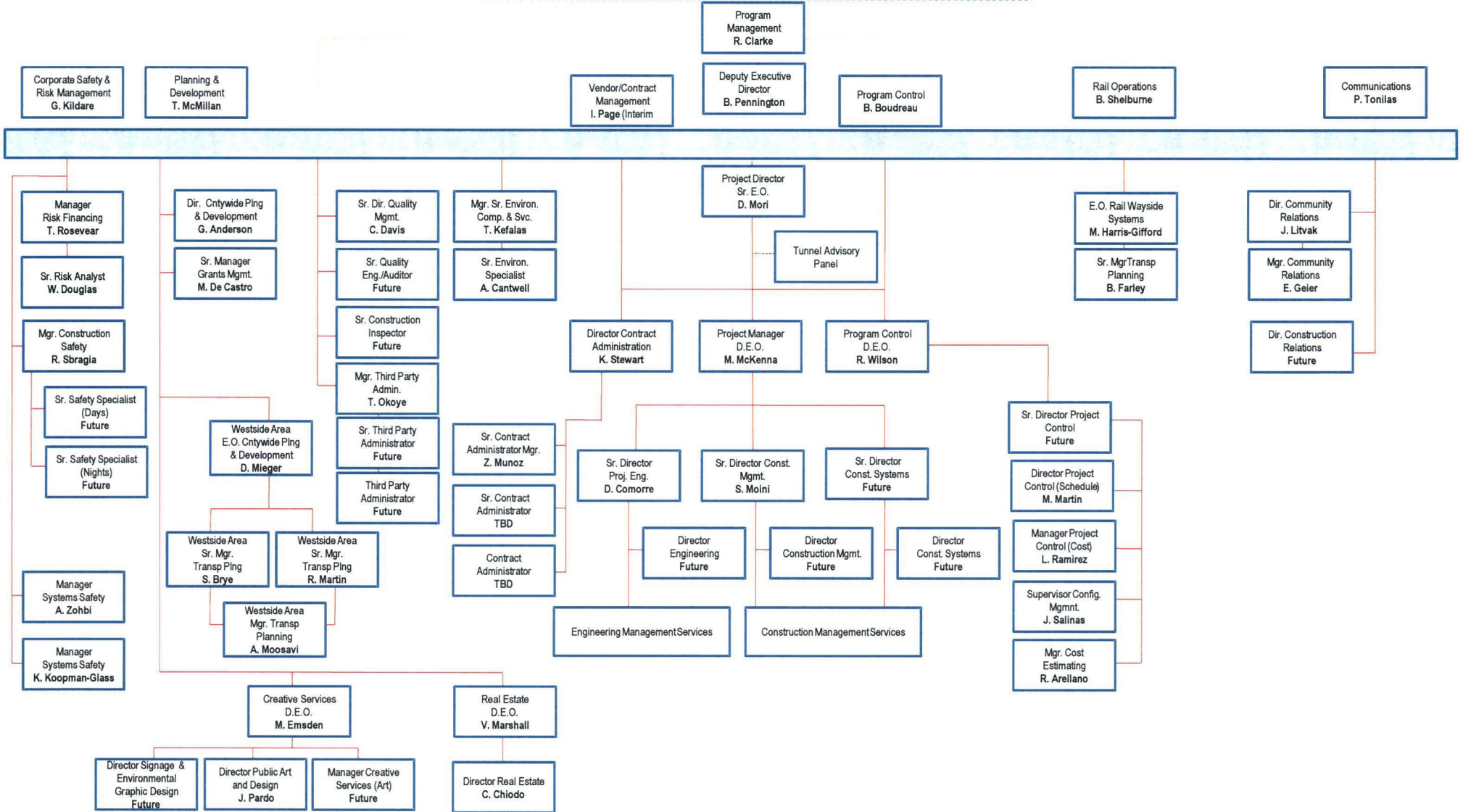
Consultant Support

Westside Purple Line Extension Section 1 Responsibility and Reporting Matrix

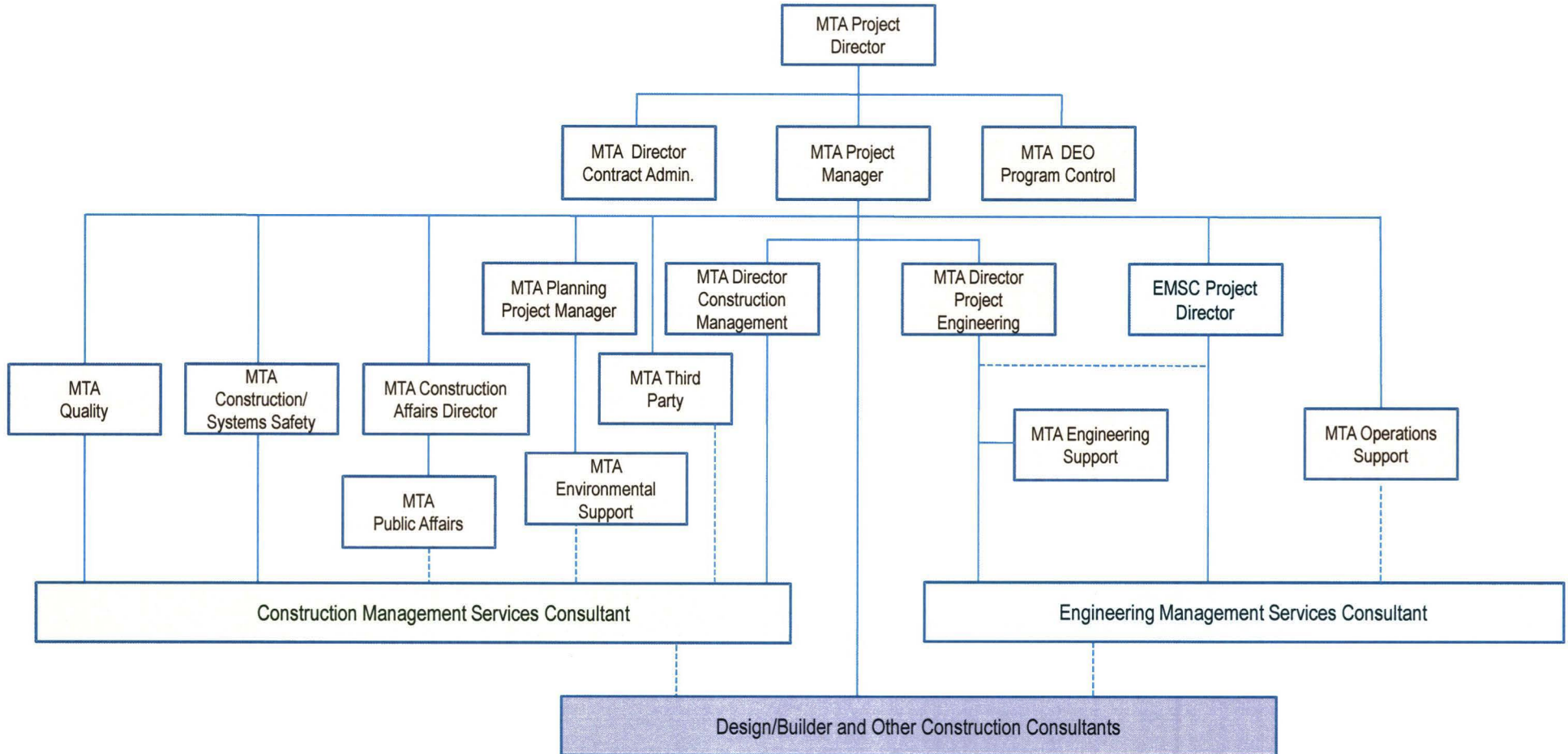


WESTSIDE PURPLE LINE EXTENSION SECTION 2 Matrix Organization

Metro Executive Management Organization and Staff

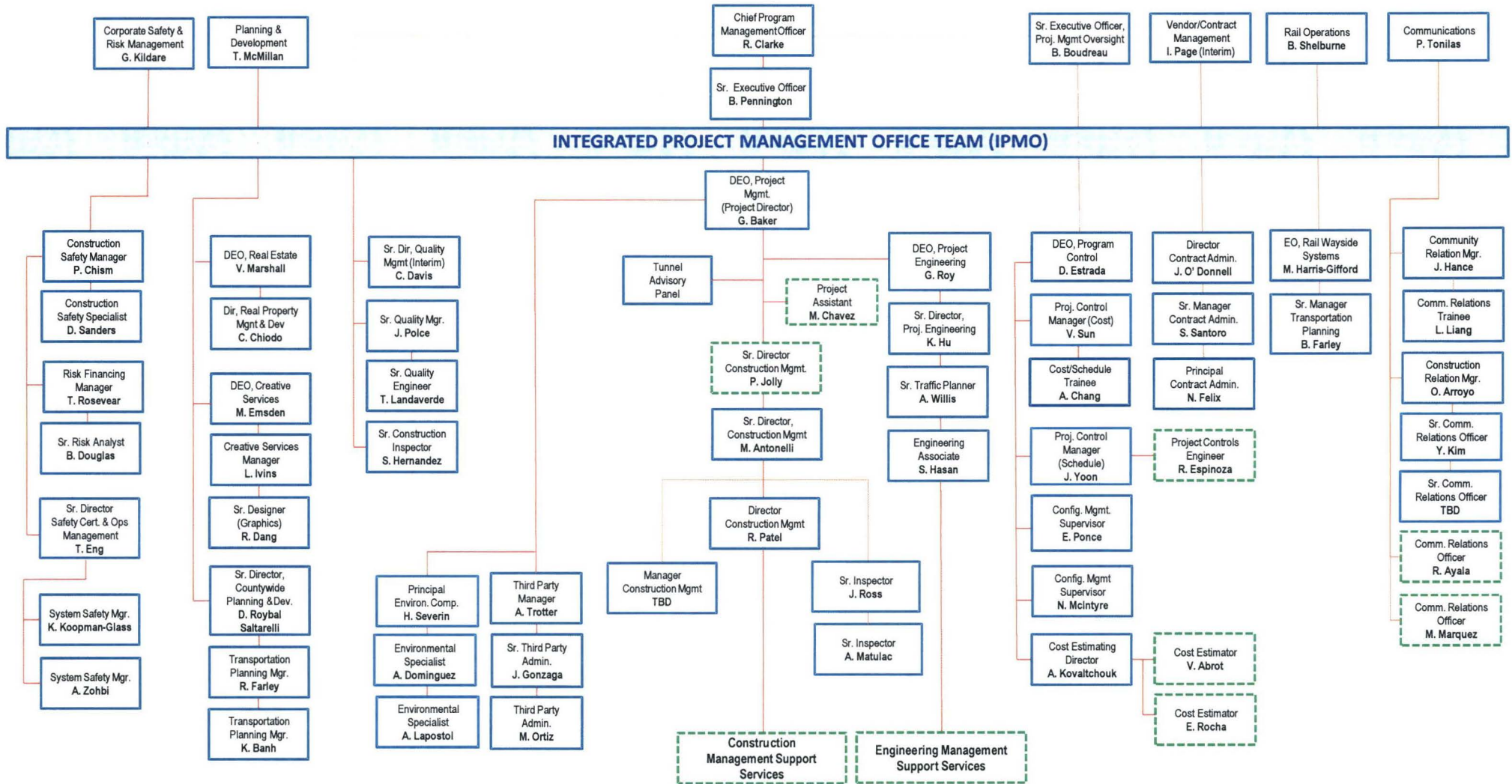


Westside Purple Line Extension Section 2 Responsibility and Reporting Matrix



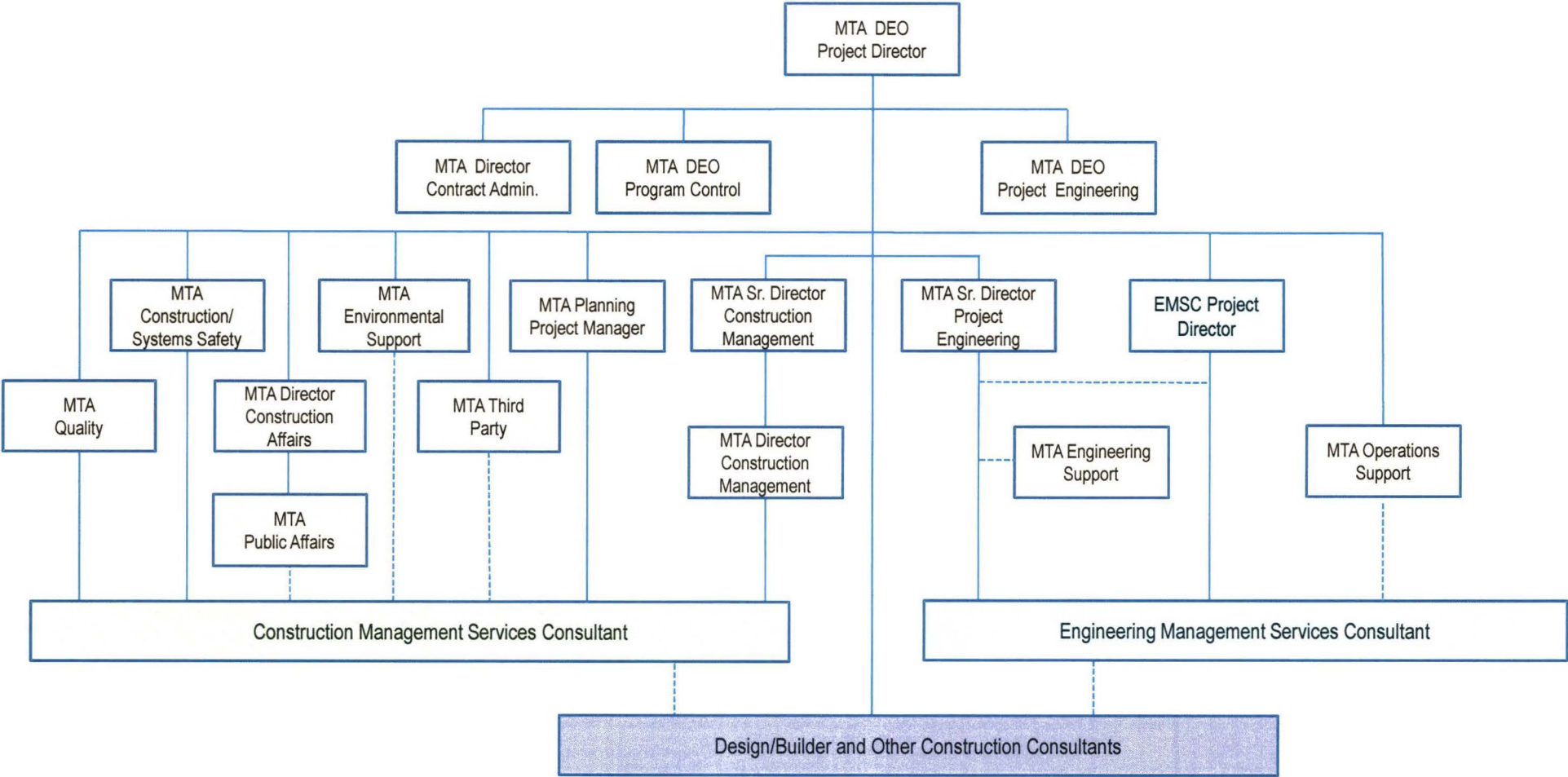
REGIONAL CONNECTOR TRANSIT PROJECT MATRIX ORGANIZATION

Metro Executive Management Organization and Staff

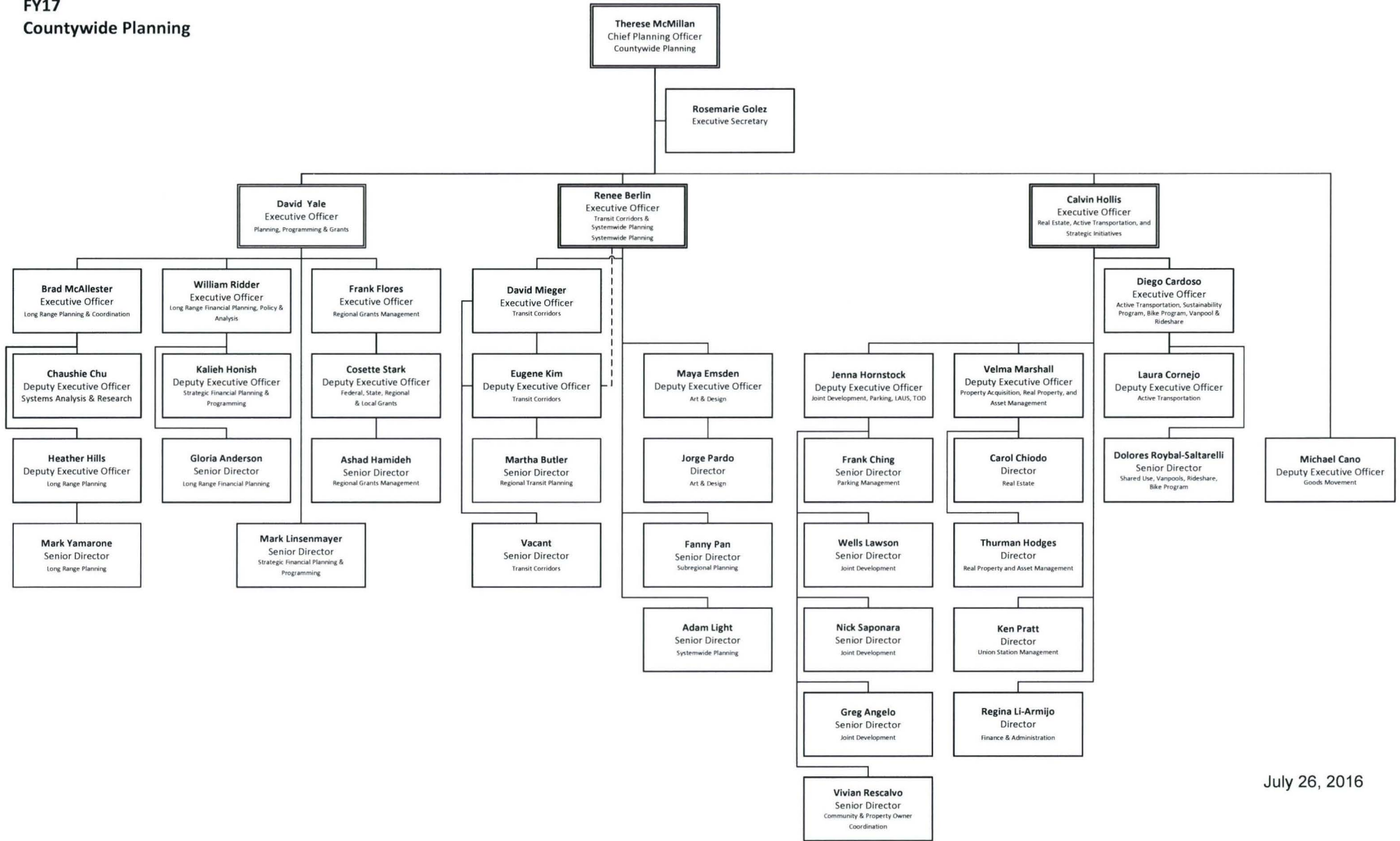


Consultant Support

Regional Connector Transit Project Responsibility and Reporting Matrix



**FY17
Countywide Planning**

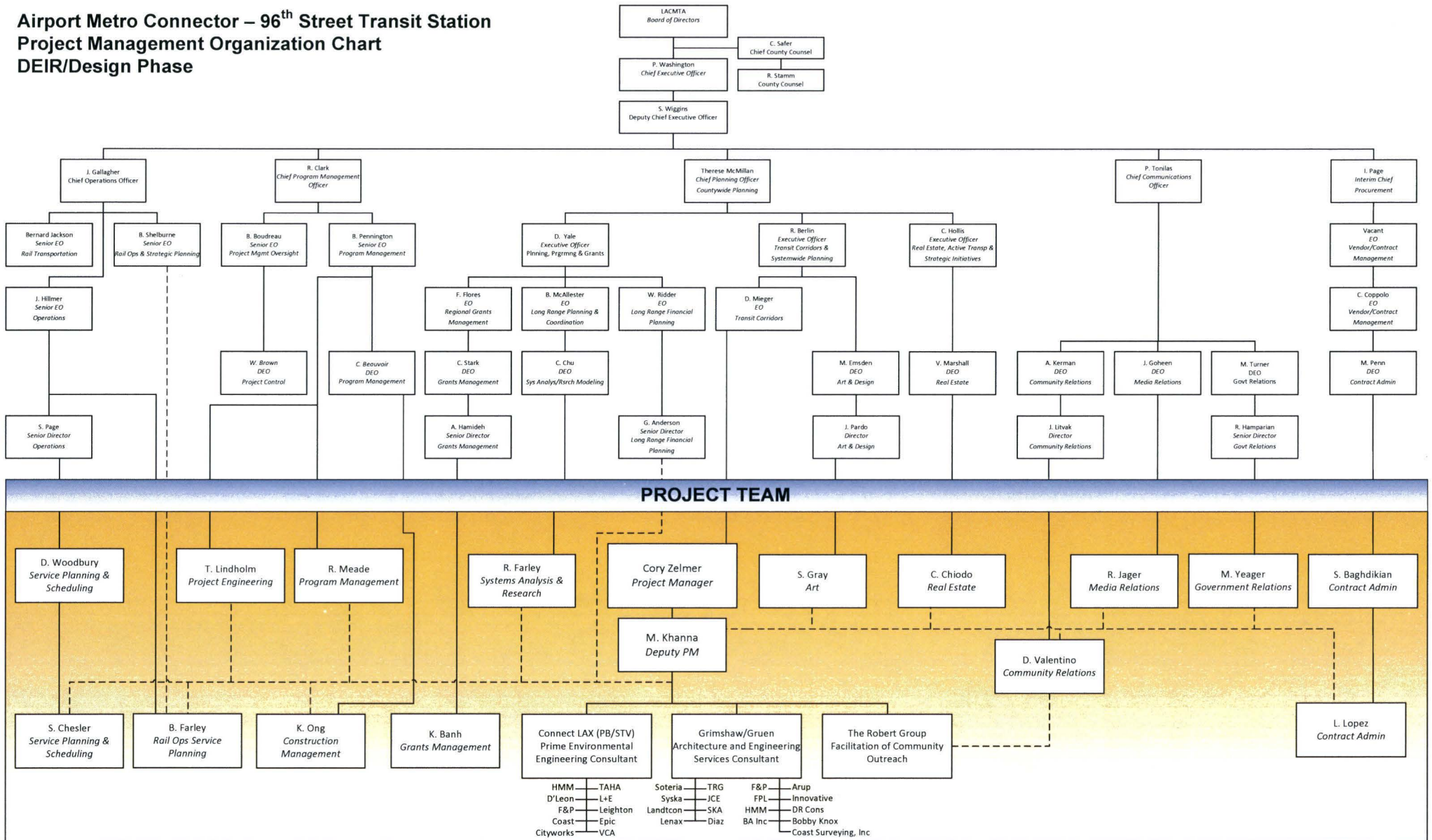


July 26, 2016

Airport Metro Connector – 96th Street Transit Station

Project Management Organization Chart

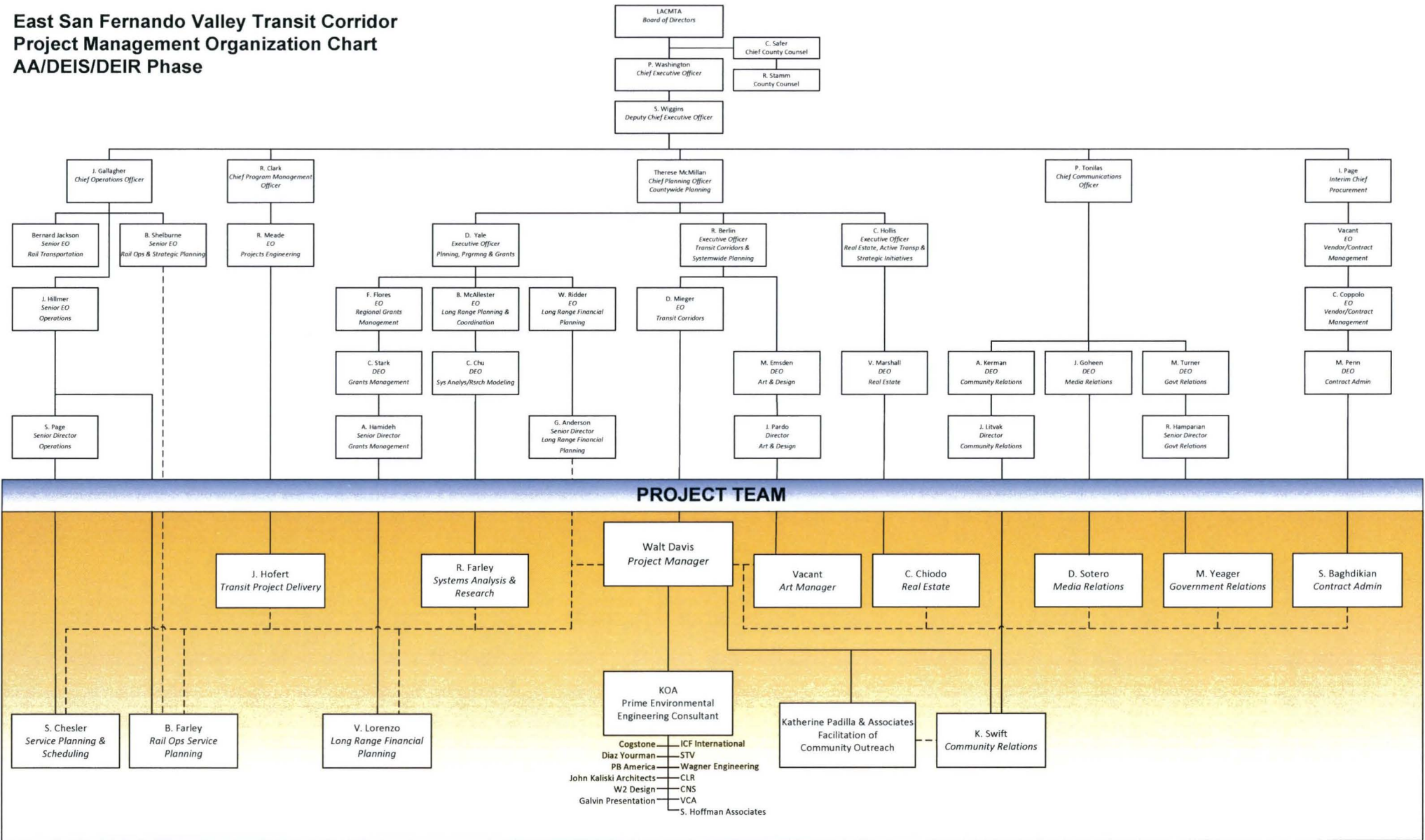
DEIR/Design Phase



July 26, 2016

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

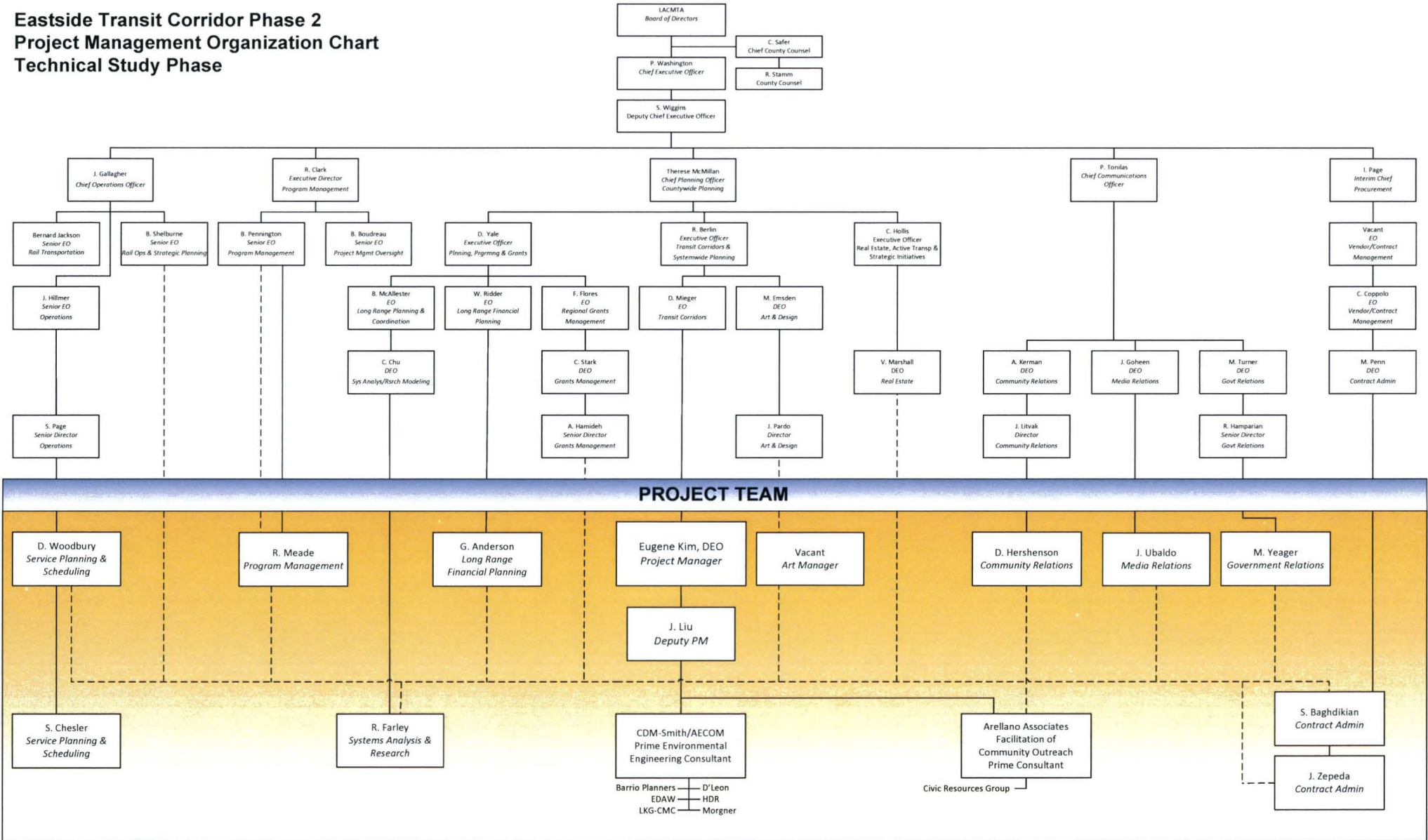
East San Fernando Valley Transit Corridor Project Management Organization Chart AA/DEIS/DEIR Phase



July 26, 2016

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

Eastside Transit Corridor Phase 2 Project Management Organization Chart Technical Study Phase



July 26, 2016

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

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
JUNE 2016
Metro Government Relations**

STATE LEGISLATION

Bill ID/Topic	Location	Summary	Position
AB 33 Quirk D Electrical corporations: procurement plans.	1/28/2016-S. E. U., & C. 1/28/2016-Re-referred to Coms. on E., U., & C. and E.Q.	The Public Utilities Act requires the Public Utilities Commission to review and accept, modify, or reject each electrical corporation's procurement plan and requires that each approved procurement plan accomplish specified objectives. This bill would require the commission, as part of a new or existing proceeding, to determine what role large scale energy storage could play as part of the state's overall strategy for procuring a diverse portfolio of resources and to consider specified factors in making that determination.	Monitor
AB 156 Perea D California Global Warming Solutions Act of 2006: disadvantaged communities.	5/19/2016-A. ASSEMBLY 5/19/2016-Read third time. Passed. Ordered to the Assembly. (Ayes 24. Noes 15. Page 3899.).	Current law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the State Air Resources Board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities. This bill would require the state board to prepare and post on its Internet Web site a specified report on the projects funded to benefit disadvantaged communities.	Monitor
AB 326 Frazier D Public works: prevailing wage rates: wage and penalty assessments.	5/10/2016-S. L. & I.R. 5/10/2016-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on L. & I.R.	Current law requires the Labor Commissioner to issue a civil wage and penalty assessment to a contractor or subcontractor, or both, if the Labor Commissioner determines, after investigation, that the contractor or subcontractor, or both, violated the laws regulating public works contracts, including the payment of prevailing wages. This bill would require the department to release the funds deposited in escrow plus interest earned to those persons and entities within 30 days following the conclusion of all administrative and judicial review. This bill contains other existing laws.	Monitor

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. 7/26/2016

Bill ID/Topic	Location	Summary	Position
<p>AB 620 Hernández, Roger D</p> <p>High-occupancy toll lanes: exemptions from tolls.</p>	<p>2/18/2016-S. T. & H. 2/18/2016-Referred to Com. on T. & H.</p>	<p>Would require os Angeles County Metropolitan Transportation Authority to take additional steps, beyond the previous implementation of a low-income assistance program, to increase enrollment and participation in the low-income assistance program, as specified, through advertising and work with community organizations and social service agencies. The bill would also require LACMTA and the Department of Transportation to report to the Legislature by December 31, 2018, on efforts to improve the HOT lane program, including efforts to increase participation in the low-income assistance program. This bill contains other existing laws.</p>	<p>Neutral</p>
<p>AB 857 Perea D</p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>4/25/2016-S. RLS. 4/25/2016-Withdrawn from committee. Re-referred to Com. on RLS.</p>	<p>Would, between January 2, 2018, and January 1, 2023, inclusive, annually require no less than 50% or \$100,000,000, whichever is greater, of the moneys allocated for technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology be allocated and spent to support the commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology that meets or exceeds a specified emission standard. This bill contains other existing laws.</p>	<p>Monitor</p>
<p>AB 869 Cooper D</p> <p>Public transportation agencies: fare evasion and prohibited conduct.</p>	<p>SENATE 2 YEAR 9/11/2015 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 7/2/2015)</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 conduct violation may be subject to those criminal penalties. The bill would require the notice of fare evasion or passenger conduct violation 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. Last Amended on 6/18/2015</p>	<p>Support</p>

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Bill ID/Topic	Location	Summary	Position
AB 1364 Linder R California Transportation Commission.	2/4/2016-S. T. & H. 2/4/2016-Referred to Coms. on T. & H. and G.O.	Current law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Current law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.	Watch
AB 1550 Gomez D Greenhouse gases: investment plan: disadvantaged communities.	6/2/2016-S. SENATE 6/2/2016-Read third time. Passed. Ordered to the Senate.	Current 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 require the investment plan to allocate a minimum of 25% of the available moneys in the fund to projects located within, and benefitting individuals living in, disadvantaged communities and a separate and additional unspecified percentage to projects that benefit low-income households, as specified, with a fair share of those moneys targeting households with incomes at or below 200% of the federal poverty level.	
AB 1572 Campos D School transportation.	4/25/2016-A. APPR. 4/25/2016-Re-referred to Com. on APPR.	Would entitle a pupil who attends a public, noncharter school that receives Title 1 federal funding to free transportation to and from school if certain conditions are met. The bill would require a school district not currently providing transportation to all pupils attending schools that receive Title 1 federal funding to implement a plan developed, in consultation with specified stakeholders, to ensure that all pupils entitled to free transportation receive the transportation.	

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AB 1591 Frazier D Transportation funding.	2/1/2016-A. TRANS. 2/1/2016-Referred to Coms. on TRANS. and REV. & TAX.	Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account. This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund, including revenues attributable to a \$0.225 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill, including an inflation adjustment as provided, an increase of \$38 in the annual vehicle registration fee, and a new \$165 annual vehicle registration fee applicable to zero-emission motor vehicles, as defined. This bill contains other related provisions and other existing laws.	Support
AB 1592 Bonilla D Autonomous vehicles: pilot project.	4/28/2016-S. T. & H. 4/28/2016-Referred to Com. on T. & H.	Would, notwithstanding the above provision, authorize the Contra Costa Transportation Authority to conduct a pilot project for the testing of autonomous vehicles that do not have an operator and are not equipped with a steering wheel, a brake pedal, or an accelerator if the testing is conducted only at specified locations and the autonomous vehicle operates at speeds of less than 35 miles per hour. This bill contains other related provisions.	Monitor

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Bill ID/Topic	Location	Summary	Position
<p>AB 1595 Campos D</p> <p>Employment: human trafficking training: mass transportation employers.</p>	<p>5/27/2016 – Held in Appropriations Committee</p>	<p>Existing law establishes the Division of Labor Standards Enforcement in the Department of Industrial Relations for the enforcement of labor laws, and establishes certain obligations on an employer, including, requiring an employer to post specified wage and hour information in a location where it can be viewed by employees. Under existing law, any person who deprives or violates the personal liberty of another with the intent to obtain forced labor or services is guilty of the crime of human trafficking. This bill would require a private or public employer that provides mass transportation services, as specified, in the state to train its employees, who are likely to interact or come into contact with victims of human trafficking, in recognizing the signs of human trafficking and how to report those signs to the appropriate law enforcement agency. The bill would require the Department of justice to develop guidelines for the training, including, but not limited to, guidance on how to report human trafficking. The bill would require that, by January 1, 2018, the training be incorporated into the initial training process for all new employees and that all existing employees receive the training. Last Amended on 3/29/2016</p>	<p>Support</p>
<p>AB 1640 Stone, Mark D</p> <p>Retirement: public employees.</p>	<p>5/5/2016-S. P.E. & R. 5/5/2016-Referred to Com. on P.E. & R.</p>	<p>PEPRA exempts from its provisions certain public employees whose collective bargaining rights are subject to specified provisions of federal law until a specified federal district court decision on a certification by the United States Secretary of Labor, or until January 1, 2016, whichever is sooner. This bill would extend indefinitely that exemption for those public employees, whose collective bargaining rights are subject to specified provisions of federal law and who became a member of a state or local public retirement system prior to December 30, 2014.</p>	
<p>AB 1641 Allen, Travis R</p> <p>Shuttle services: loading and unloading of passengers.</p>	<p>2/4/2016-A. TRANS. 4/4/2016-In committee: Set, second hearing. Hearing canceled at the request of author.</p>	<p>Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that existing law allows local authorities to permit schoolbuses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers.</p>	<p>Monitor</p>

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<p>AB 1657 O'Donnell D</p> <p>Air pollution: public ports and intermodal terminals.</p>	<p>5/11/2016-A. APPR. SUSPENSE FILE 5/27/2016-In committee: Held under submission.</p>	<p>Would establish the Zero- and Near-Zero-Emission Intermodal Terminals Program to be administered by the State Air Resources Board to fund equipment upgrades and investments at intermodal terminals, as defined, to help transition the state's freight system to be zero- and near-zero-emission operations. The bill would authorize the program to be implemented with moneys from the Greenhouse Gas Reduction Fund. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>
<p>AB 1661 McCarty D</p> <p>Local government: sexual harassment training and education.</p>	<p>6/1/2016-S. RLS. 6/1/2016-In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Current law requires all local agency officials to receive training in ethics, at specified intervals, if the local agency provides any type of compensation, salary, or stipend to those officials. This bill would additionally require local agency officials, as defined, to receive sexual harassment training and education if the local agency provides any type of compensation, salary, or stipend to those officials, and would allow a local agency to require employees to receive sexual harassment training or information.</p>	<p>Monitor</p>
<p>AB 1663 Chiu D</p> <p>Firearms: assault weapons.</p>	<p>3/1/2016-A. APPR. 4/13/2016-In committee: Set, first hearing. Referred to suspense file.</p>	<p>Would classify a semiautomatic centerfire rifle that does not have a fixed magazine with the capacity to accept no more than 10 rounds as an assault weapon. The bill would require a person who, between January 1, 2001, and December 31, 2016, inclusive, lawfully possessed an assault weapon that does not have a fixed magazine, including those weapons with an ammunition feeding device that can be removed readily from the firearm with the use of a tool, and who, on or after January 1, 2017, possesses that firearm, to register the firearm by July 1, 2018.</p>	<p>Monitor</p>
<p>AB 1669 Hernández, Roger D</p> <p>Displaced employees: service contracts: collection and transportation of solid waste.</p>	<p>5/12/2016-S. L. & I.R. 5/12/2016-Referred to Com. on L. & I.R.</p>	<p>Current law requires a local government agency letting a public transit service contract out to bid to give a bidding preference for contractors and subcontractors who agree to retain for a specified period certain employees who were employed to perform essentially the same services by the previous contractor or subcontractor. Such a contractor or subcontractor is required to offer employment to those employees, except for reasonable and substantiated cause. This bill would expand the application of these provisions to exclusive contracts for the collection and transportation of solid waste. The bill would require the information provided to a bona fide bidder to be made available in writing at least 30 days before bids for the service contract are due.</p>	<p>Monitor</p>

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AB 1683 Eggman D Alternative energy financing.	4/4/2016-A. REV. & TAX SUSPENSE FILE 4/4/2016-In committee: Set, first hearing. Referred to suspense file.	The California Alternative Energy and Advanced Transportation Financing Authority Act authorizes, until January 1, 2021, the California Alternative Energy and Advanced Transportation Financing Authority to provide financial assistance in the form of a sales and use tax exclusion for projects, including those that promote California-based manufacturing, California-based jobs, advanced manufacturing, the reduction of greenhouse gases, or the reduction in air and water pollution or energy consumption. The act prohibits the sales and use tax exclusions from exceeding \$100,000,000 for each calendar year. This bill would instead prohibit the sales and use tax exclusions from exceeding \$200,000,000 for each calendar year.	Monitor
AB 1685 Gomez D Vehicular air pollution: civil penalties.	5/19/2016-S. E.Q. 5/19/2016-Referred to Coms. on E.Q., T. & H. and JUD.	Current law provides that a manufacturer or distributor who does not comply with the emission standards or the test procedures adopted by the State Air Resources Board is subject to a civil penalty of \$50 per vehicle. This bill would increase those penalties to \$37,500 per action or vehicle. The bill would require the state board to adjust those penalties for inflation, as specified.	Monitor
AB 1710 Calderon D Vehicular air pollution: zero-emission and near-zero-emission vehicles.	4/19/2016-A. APPR. 4/19/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 3.) (April 18). Re-referred to Com. on APPR.	Would require, on or before January 1, 2019, the State Air Resources Board to develop and implement a comprehensive program comprised of a portfolio of incentives to promote zero-emission and near-zero-emission vehicle deployment in the state to drastically increase the use of those vehicles and to meet specified goals established by the Governor and the Legislature. This bill contains other related provisions and other existing laws.	Monitor
AB 1725 Wagner R Vehicles: automated traffic enforcement systems.	4/7/2016-S. T. & H. 4/7/2016-Referred to Com. on T. & H.	Current law defines an "official traffic control signal" as any device, whether manually, electrically, or mechanically operated, by which traffic is alternately directed to stop and proceed and which is erected by authority of a public body or official having jurisdiction. This bill would expressly state that a stop is required to be made at an official traffic control signal erected and maintained at a freeway or highway on ramp. This bill would also make technical, nonsubstantive changes to that provision. This bill contains other current laws.	Monitor

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AB 1732 Ting D Single-user restrooms.	4/21/2016-A. THIRD READING 4/21/2016-Read second time. Ordered to third reading.	Would, commencing March 1, 2017, require all single-user toilet facilities in any business establishment, place of public accommodation, or government agency to be identified as all-gender toilet facilities, as specified. The bill would authorize inspectors, building officials, or other local officials responsible for code enforcement to inspect for compliance with these provisions during any inspection.	Monitor
AB 1746 Stone, Mark D Transit buses.	4/28/2016-S. T. & H. 4/28/2016-Referred to Com. on T. & H.	Current law creates the Alameda-Contra Costa Transit District, the Central Contra Costa Transit Authority, the Livermore Amador Valley Transit Authority, the North County Transit District, the San Diego Association of Governments, the San Diego Metropolitan Transit System, and the Santa Clara Valley Transportation Authority with various powers and duties relative to the operation of public transit. This bill would additionally authorize the operation of transit buses on the shoulder of a segment of a state highway designated under the transit bus-only program within the areas served by the transit services of the 7 entities described above, subject to the same conditions and requirements.	Monitor
AB 1768 Gallagher R Bonds: transportation.	4/12/2016-A. TRANS. 4/12/2016-In committee: Set, first hearing. Failed passage. Reconsideration granted.	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.	Monitor
AB 1813 Frazier D High-Speed Rail Authority: membership.	4/28/2016-S. T. & H. 4/28/2016-Referred to Com. on T. & H.	Would provide for appointment of one Member of the Senate by the Senate Committee on Rules and one Member of the Assembly by the Speaker of the Assembly to serve as ex officio members of the High-Speed Rail Authority. The bill would provide that the ex officio members shall participate in the activities of the authority to the extent that participation is not incompatible with their positions as Members of the Legislature.	Monitor

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<p>AB 1815 Alejo D</p> <p>California Global Warming Solutions Act of 2006: disadvantaged communities.</p>	<p>4/12/2016-A. APPR. 4/12/2016-Re-referred to Com. on APPR.</p>	<p>Current law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the State Air Resources Board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities. This bill would require the agency to establish a comprehensive technical assistance program, upon the appropriation of moneys from the fund, for eligible applicants, as specified, assisting eligible communities, as defined.</p>	<p>Monitor</p>
<p>AB 1818 Melendez R</p> <p>Transportation funds.</p>	<p>2/8/2016-A. PRINT 2/9/2016-From printer. May be heard in committee March 10.</p>	<p>Current law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, the Department of Transportation and the California Transportation Commission are required to develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. This bill would make a nonsubstantive change to this provision.</p>	<p>Monitor</p>
<p>AB 1833 Linder R</p> <p>Transportation projects: environmental mitigation.</p>	<p>4/26/2016-A. APPR. 4/26/2016-Re-referred to Com. on APPR.</p>	<p>Would create the Advanced Mitigation Program in the Department of Transportation to implement environmental mitigation measures in advance of future transportation projects. The bill, by February 1, 2017, would require the department to establish a steering committee to advise the department in that regard.</p>	<p>Monitor</p>
<p>AB 1866 Wilk R</p> <p>High-speed rail bond proceeds: redirection: water projects.</p>	<p>4/12/2016-A. TRANS. 4/12/2016-In committee: Set, first hearing. Failed passage. Reconsideration granted.</p>	<p>Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds 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.</p>	<p>Monitor</p>

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Bill ID/Topic	Location	Summary	Position
AB 1873 Holden D Office of Planning and Research: Board of Infrastructure Planning, Development, and Finance.	4/20/2016-A. APPR. 4/20/2016-Re-referred to Com. on APPR.	Would establish, within the Office of Planning and Research, the Board of Infrastructure Planning, Development, and Finance, to be composed of the Governor, Treasurer, Controller, Secretary of Transportation, Director of General Services, or their designee, one member appointed by the President pro Tempore of the Senate, and one member appointed by the Speaker of the Assembly. The bill would require the board to categorize and recommend the priority of the state's infrastructure needs and develop funding to finance those projects.	Monitor
AB 1886 McCarty D California Environmental Quality Act: transit priority projects.	5/27/2016-S. RLS. 5/27/2016-In Senate. Read first time. To Com. on RLS. for assignment.	CEQA exempts from its requirements transit priority projects meeting certain requirements, including the requirement that the project be within 1/2 mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. CEQA specifies that a project is considered to be within 1/2 mile of a major transit stop or high-quality transit corridor if, among other things, all parcels within the project have no more than 25% of their area farther than 1/2 mile from the stop or corridor. This bill would increase that percentage to 50%.	Monitor
AB 1919 Quirk D Local transportation authorities: bonds.	5/19/2016-S. T. & H. 5/19/2016-Referred to Com. on T. & H.	The Local Transportation Authority and Improvement Act provides for the creation in any county of a local transportation authority and authorizes the imposition of a retail transactions and use tax by ordinance, subject to approval of the ordinance by 2/3 of the voters. Current law requires the bond proceeds to be placed in the treasury of the local transportation authority and to be used for allowable transportation purposes, except that accrued interest and premiums received on the sale of the bonds are required to be placed in a fund to be used for the payment of bond debt service. This bill would require the premiums received on the sale of the bonds to be placed in the treasury of the local transportation authority to be used for allowable transportation purposes.	Monitor

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AB 1943 Linder R Vehicles: parking: public grounds.	5/5/2016-S. T. & H. 5/5/2016-Referred to Com. on T. & H.	Current law prohibits a person from driving or parking a vehicle or animal upon the driveways, paths, parking facilities, or grounds of specified public entities, including a public transportation agency and a county transportation commission, except with the permission of, and subject to any condition or regulation that may be imposed by, the governing body of the specified public entity. Current law defines "public transportation agency" for these purposes. This bill would revise the definition of "public transportation agency" to include a county transportation commission.	Monitor
AB 1964 Bloom D High-occupancy vehicle lanes: vehicle exceptions.	5/19/2016-S. T. & H. 5/19/2016-Referred to Com. on T. & H.	Current authorizes super ultra-low emission vehicles, ultra-low emission vehicles, partial zero-emission vehicles, or transitional zero-emission vehicles, as specified, that display a valid identifier issued by the Department of Motor Vehicles to use these HOV lanes until January 1, 2019, or until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. This bill would extend the operation of the provisions allowing specified vehicles to use HOV lanes until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first.	Work with Author
AB 2014 Melendez R Freeway Service Patrol Program Assessment.	4/14/2016-A. APPR. 4/14/2016-Re-referred to Com. on APPR. 5/27/2016 – Held in Appropriations	Would, by June 20, 2018, and every 5 years thereafter, require the Department of Transportation to publish and submit to the Legislature and the Department of Finance, as specified, a statewide Freeway Service Patrol Program Assessment that would, among other things, identify, quantify, and analyze existing freeway service patrols, identify opportunities to increase or expand service levels, and analyze and provide recommendations regarding the current and anticipated future financial condition of the program, as specified.	Monitor
AB 2049 Melendez R Bonds: transportation.	4/12/2016-A. TRANS. 4/12/2016-In committee: Set, first hearing. Failed passage. Reconsideration granted.	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 I blended system.	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 2090 Alejo D Low Carbon Transit Operations Program.	6/2/2016-S. RLS. 6/2/2016-In Senate. Read first time. To Com. on RLS. for assignment.	Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. This bill would additionally authorize moneys appropriated to the program to be expended to support the operation of existing bus or rail service if the governing board of the requesting transit agency declares a fiscal emergency and other criteria are met, thereby expanding the scope of an existing continuous appropriation.	
AB 2126 Mullin D Public contracts: Construction Manager/General Contractor contracts.	5/19/2016-S. T. & H. 5/19/2016-Referred to Com. on T. & H.	Current law authorizes the Department of Transportation to use the Construction Manager/General Contractor method on no more than 6 projects, and requires 4 out of the 6 projects to use department employees or consultants under contract with the department to perform all project design and engineering services, as specified. This bill would authorize the department to use this method on 12 projects and would require 8 out of the 12 projects to use department employees or consultants under contract with the department to perform all project design and engineering services	Monitor
AB 2152 Gray D Elections: ballots: ballot order.	3/8/2016-A. E. & R. 4/27/2016-In committee: Set, first hearing. Failed passage.	Would, for the November 8, 2016, statewide general election only, authorize a county board of supervisors to direct the county elections official to place a local measure related to local transportation finance above state measures. This bill contains other related provisions.	Monitor
AB 2170 Frazier D Trade Corridors Improvement Fund: federal funds.	6/1/2016-S. RLS. 6/1/2016-In Senate. Read first time. To Com. on RLS. for assignment.	Would require revenues apportioned to the state from the National Highway Freight Program established by the federal Fixing America's Surface Transportation Act to be allocated for trade corridor improvement projects approved pursuant to specified provisions. This bill contains other related provisions and other existing laws.	Support

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Bill ID/Topic	Location	Summary	Position
<p>AB 2222 Holden D</p> <p>Greenhouse Gas Reduction Fund: Transit Pass Program.</p>	<p>6/2/2016-S. SENATE 6/2/2016-Read third time. Passed. Ordered to the Senate.</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. Existing law continuously appropriates 10% of the annual proceeds of the fund to the Transit and Intercity Rail Capital Program and 5% of the annual proceeds of the fund to the Low Carbon Transit Operations Program. This bill would continuously appropriate \$50,000,000 annually from the Greenhouse Gas Reduction Fund for the Transit Pass Program, to be administered by the Department of Transportation. The bill would require that funding be allocated by the Controller, as specified, upon a determination by the department, that transit pass programs of public agencies to provide free or reduced-fare transit passes to public school students and community college, California State University, and University of California meet certain requirements. The bill would require the Department of Transportation, in coordination with the State Air Resources Board, to develop guidelines that describe the criteria that eligible transit providers shall use to make available free or reduced-fare transit passes to eligible participants and the methodologies that eligible participants would use to demonstrate that the proposed expenditures will reduce greenhouse gas emissions. The bill would require that at least 30% of the moneys allocated under the Transit Pass Program benefit disadvantaged communities, as specified. The bill would require eligible transit providers and eligible participants to enter into agreements for the distribution of free or reduced-fare transit passes to students . This bill contains other related provisions. Last Amended on 4/6/2016</p>	<p>Support</p>
<p>AB 2257 Maienschein R</p> <p>Local agency meetings: agenda: online posting.</p>	<p>5/23/2016-S. RLS. 5/23/2016-In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Would require an online posting of an agenda by a local agency to have a prominent direct link to the current agenda itself. The bill would require the link to be on the local agency's Internet Web site homepage, not in a contextual menu on the homepage, and would require the agenda to be posted in an open format that meets specified requirements, including that the agenda is platform independent and machine readable. The bill would make these provisions applicable on and after January 1, 2019. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>

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<p>AB 2289 Frazier D</p> <p>Department of Transportation: capital improvement projects.</p>	<p>5/5/2016-S. T. & H. 5/5/2016-Referred to Com. on T. & H.</p> <p>6/14/2016 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, BEALL, Chair</p>	<p>Current law requires the Department of Transportation to prepare a state highway operation and protection program for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system and that include capital projects relative to maintenance, safety, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system. This bill would add to the program capital projects relative to the operation of those state highways and bridges.</p>	Support
<p>AB 2293 Garcia, Cristina D</p> <p>California Green Business Program and Green Assistance Program.</p>	<p>4/28/2016-A. APPR. 4/28/2016-Re-referred to Com. on APPR.</p>	<p>Current law creates the California Environmental Protection Agency, consisting of various boards, offices, and departments, including the State Air Resources Board and the Department of Toxic Substances Control. This bill would establish the Green Assistance Program within the California Environmental Protection Agency to, among other things, assist small businesses and small nonprofit organizations in applying for moneys from the Greenhouse Gas Reduction Fund. This bill contains other related provisions and other current laws.</p>	Monitor
<p>AB 2343 Garcia, Cristina D</p> <p>Greenhouse Gas Reduction Fund: study.</p>	<p>4/28/2016-A. APPR. 4/28/2016-Re-referred to Com. on APPR.</p>	<p>Current law requires the Department of Finance to annually submit a report to the appropriate committees of the Legislature on the status of the projects funded with moneys in the Greenhouse Gas Reduction Fund. This bill would require the department to include additional data in that annual report, as specified.</p>	Monitor
<p>AB 2348 Levine D</p> <p>Department of Finance: infrastructure investment.</p>	<p>6/2/2016-S. RLS. 6/2/2016-In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Would authorize the Department of Finance to identify infrastructure projects in the state for which the department will guarantee a rate of return on investment for an investment made in that infrastructure project by the Public Employees' Retirement System. The bill would create the Reinvesting in California Special Fund as a continuously appropriated fund and would require the moneys in the fund to be used to pay the rate of return on investment. The bill would require the rate of return on investment to be subject to the availability of moneys in the fund.</p>	Monitor

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<p>AB 2374 Chiu D</p> <p>Construction Manager/General Contractor method: regional transportation agencies: ramps.</p>	<p>4/28/2016-S. T. & H. 4/28/2016-Referred to Com. on T. & H.</p>	<p>Current law authorizes regional transportation agencies to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain expressways that are not on the state highway system if: (1) the expressways are developed in accordance with an expenditure plan approved by voters, (2) there is an evaluation of the traditional design-bid-build method of construction and of the Construction Manager/General Contractor method, and (3) the board of the regional transportation agency adopts the method in a public meeting. This bill would authorize regional transportation agencies also to use this authority on ramps that are not on the state highway system, as specified.</p>	<p>Monitor</p>
<p>AB 2411 Frazier D</p> <p>Transportation revenues.</p>	<p>6/2/2016-S. RLS. 6/2/2016-In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Current law requires certain miscellaneous revenues deposited in the State Highway Account that are not restricted as to expenditure by Article XIX of the California Constitution to be transferred to the Transportation Debt Service Fund in the State Transportation Fund, as specified, and requires the Controller to transfer from the fund to the General Fund an amount of those revenues necessary to offset the current year debt service made from the General Fund on general obligation transportation bonds issued pursuant to Proposition 116 of 1990. This bill would delete the transfer of these miscellaneous revenues to the Transportation Debt Service Fund, thereby eliminating the offsetting transfer to the General Fund for debt service on general obligation transportation bonds issued pursuant to Proposition 116 of 1990.</p>	<p>Support</p>
<p>AB 2415 Garcia, Eduardo D</p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>4/26/2016-A. APPR. 4/26/2016-Re-referred to Com. on APPR. 5/27/2016 – Held in Appropriations Committee</p>	<p>Current law requires all moneys, except for fines and penalties, collected by the state board 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, would require no less than 50% of the moneys allocated each year for technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck and bus technology be allocated and spent to support the commercial deployment of existing zero- and near-zero-emission heavy-duty truck and heavy-duty bus technology that meets or exceeds a specified emission standard, with at least 2/3 of these funds to be allocated to heavy-duty truck projects.</p>	<p>Monitor</p>

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AB 2431 Linder R California Environmental Quality Act: subsequent projects.	2/19/2016-A. PRINT 2/22/2016-Read first time.	CEQA 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 authorizes the lead agency to prepare a mitigated negative declaration for a proposed subsequent project if certain conditions are met. This bill would make nonsubstantive changes to that provision.	Monitor
AB 2472 Linder R Personal income taxes: credits: disabled veterans: service animals.	5/25/2016-A. APPR. SUSPENSE FILE 5/27/2016-In committee: Held under submission.	The Personal Income Tax Law allows various credits against the taxes imposed by that law. This bill, for taxable years beginning on or after January 1, 2017, and before January 1, 2022, would allow a credit under the Personal Income Tax Law in an amount equal to 50% of the amounts paid or incurred during the taxable year by a qualified disabled veteran for the ownership and maintenance of a qualified animal, not to exceed \$2,000 for a taxable year. This bill contains other related provisions. Last Amended on 4/28/2016	Monitor
AB 2542 Gatto D Streets and highways: reversible lanes.	4/19/2016-A. APPR. 4/19/2016-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (April 18). Re-referred to Com. on APPR. To SENATE Committee on 05/19/2016 TRANSPORTATION AND HOUSING.	Would require the Department of Transportation or a regional transportation planning agency, when submitting a capacity-increasing project or a major street or highway lane realignment project to the California Transportation Commission for approval, to demonstrate that reversible lanes were considered for the project.	Support
AB 2690 Ridley-Thomas D Los Angeles County Metropolitan Transportation Authority: contracting.	5/5/2016-S. T. & H. 5/5/2016-Referred to Com. on T. & H.	Existing law creates the Los Angeles County Metropolitan Transportation Authority (LACMTA), with various powers and duties with respect to transportation planning, programming, construction, and operations. This bill would also authorize LACMTA to establish disabled veteran business enterprise participation goals, and would define "disabled veteran business enterprise" for these purposes. This bill contains other related provisions and other existing laws. Last Amended on 4/12/2016	Sponsor

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AB 2673 Harper D Sales and Use Tax Exemption for Hydrogen refueling Station Equipment	5/9/2016-A Rev and Tax Comm 05/09/2016 In ASSEMBLY Committee on REVENUE AND TAXATION: Failed passage.	Relates to sales and use tax laws. Exempts gross receipts from the sale of, and the storage, use, or other consumption in this state of, hydrogen refueling station equipment, purchased by a recipient of a grant pursuant to the Alternative and Renewable Fuel and Vehicle Technology Program for the development of hydrogen refueling stations. Authorizes counties and cities to impose local sales and use taxes. Last Amended 4/26/2016	Monitor
AB 2693 <u>Dababneh D</u> Contractual assessments: financing requirements: property improvements.	6/2/2016-S. GOV. & F. 6/2/2016-Referred to Coms. on GOV. & F. and JUD.	Current law defines "property assessed clean energy bond," commonly known as a PACE bond, to mean a bond that is secured by a voluntary contractual assessment or by certain special taxes on property, as specified. This bill would delete the reference to bonds secured by special taxes. This bill contains other related provisions and other current laws.	Monitor
AB 2702 <u>Atkins D</u> Greenhouse gases: study.	4/19/2016-A. APPR. 4/19/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 2.) (April 18). Re-referred to Com. on APPR. 5/27/2016 – Held in Appropriations Committee	Would require the State Air Resources Board to conduct a study that outlines best practices and policies for meeting state goals to reduce greenhouse gas emissions. The bill also would authorize the state board to collaborate with air pollution control and air quality management districts.	Monitor
AB 2708 <u>Daly D</u> Department of Transportation: Lean 6-SIGMA program.	4/27/2016-A. APPR. SUSPENSE FILE 4/27/2016-In committee: Set, first hearing. Referred to APPR. suspense file. 5/27/2016 – Held in Appropriations Committee	Would require the Department of Transportation to conduct a study to assess the implementation of the Lean 6-SIGMA program as provided through the Governor's Office of Business and Economic Development and the Government Operations Agency to determine the effectiveness of streamlining the application process for private architectural and engineering firms seeking to provide professional and technical project development services to the department.	Monitor

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AB 2722 Burke D Transformative Climate Communities Program.	6/2/2016-S. SENATE 6/2/2016-Read third time. Passed. Ordered to the Senate.	Would create the Transformative Climate Communities Program, to be administered by the Strategic Growth Council. The bill would provide that, upon appropriation by the Legislature, up to \$250,000,000 shall be available from the Greenhouse Gas Reduction Fund to the council to administer the program. The bill would require the council, in coordination with the California Environmental Protection Agency Assistant Secretary for Environmental Justice and Tribal Affairs, to award competitive grants to specified eligible entities for the development of transformative climate community plans, and projects that implement plans, that contribute to the reduction of emissions of greenhouse gases.	Monitor
AB 2742 Nazarian D Transportation projects: comprehensive development lease agreements.	4/27/2016-A. APPR. SUSPENSE FILE 4/27/2016-In committee: Set, first hearing. Referred to APPR. suspense file. 5/27/2016 – Held in Appropriations Committee	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 prohibits a lease agreement from being entered into under these provisions on or after January 1, 2017. This bill would allow a lease agreement to be entered into under these provisions until January 1, 2030. The bill would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions.	Support
AB 2796 Bloom D Active Transportation Program.	6/1/2016-S. RLS. 6/1/2016-In Senate. Read first time. To Com. on RLS. for assignment.	Current law creates the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation. Current law requires the California Transportation Commission to award 50% and 10% of available funds to projects statewide and to projects in small urban and rural regions, respectively, with the remaining 40% of available funds to be awarded to projects by metropolitan planning organizations, with the funds available for distribution by each metropolitan planning organization based on its relative population. This bill would require a minimum of 5% of available funds in each of the 3 distribution categories to be awarded for planning and community engagement for active transportation in disadvantaged communities and a minimum of 10% of all available Active Transportation Program funds to be programmed for noninfrastructure purposes, except as provided.	Monitor

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AB 2847 Patterson R High-Speed Rail Authority: reports.	5/23/2016-S. T. & H. 5/23/2016-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. & H.	Current law requires the High-Speed Rail Authority, on a biennial basis, to prepare a business plan containing specified elements and also requires the preparation of various other reports. This bill would require the business plan to identify projected financing costs for each segment or combination of segments of the high-speed rail system, if financing is proposed by the authority. The bill, in the business plan and in another report, would require the authority to identify any significant changes in scope for segments of the high-speed rail system identified in the previous version of each report and to provide an explanation of adjustments in cost and schedule attributable to the changes.	Monitor
AB 2868 Gatto D Energy storage.	6/2/2016-S. RLS. 6/2/2016-In Senate. Read first time. To Com. on RLS. for assignment.	Would, until January 1, 2020, require the Public Utilities Commission, in consultation with the State Air Resources Board and the State Energy Resources Conservation and Development Commission, to direct electrical corporations to file applications for programs and investments to accelerate widespread deployment of distributed energy storage systems, as defined.	Monitor
AB 2906 Committee on Transportation Transportation: omnibus bill.	5/26/2016-S. T. & H. 5/26/2016-Referred to Com. on T. & H.	Current law requires that the issue, renewal, cancellation, retention, and transfer of the Olympic plates be subject to specified provisions as if they were environmental license plates, including, among others, provisions that impose a \$48 registration fee and a \$38 renewal fee for the issuance of the plates. This bill would repeal the provisions that require the Olympic plates to be subject to the environmental license plates provisions described above.	Monitor
ABX1 25 Allen, Travis R Shuttle services: loading and unloading of passengers.	1/11/2016-A. PRINT 1/12/2016-From printer.	Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that current law allows local authorities to permit schoolbuses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside these curb spaces upon agreement between a transit system operating buses.	Monitor

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SB 86 Committee on Budget and Fiscal Review Budget Act of 2015.	3/7/2016-S. INACTIVE FILE 3/7/2016-Ordered to inactive file on request of Senator Leno.	The Budget Act of 2015 appropriated specified amounts for the support of state government for the 2015-16 fiscal year. This bill would amend the Budget Act of 2015 by adding and amending items of appropriation. This bill contains other related provisions.	Monitor
SB 254 Allen D Campaign finance: voter instruction.	5/27/2016-S. ENROLLED 5/27/2016-Enrolled and presented to the Governor at 12:30 p.m.	Would call a special election to be consolidated with the November 8, 2016, statewide general election. The bill would require the Secretary of State to submit to the voters at the November 8, 2016, consolidated election a voter instruction asking whether California's elected officials should use all of their constitutional authority, including proposing and ratifying one or more amendments to the United States Constitution, to overturn Citizens United v. Federal Election Commission (2010) 558 U.S. 310, and other applicable judicial precedents, as specified.	Monitor
SB 821 Block D Crimes: criminal threats.	4/14/2016-S. APPR. 4/22/2016-Set for hearing May 2.	Would require that any person who willfully threatens to commit a crime against another person or at a location or event that will result in death or great bodily injury to another person, with the specific intent that the statement, made verbally, in writing, or by means of an electronic communication device, is to be taken as a threat, even if there is no intent of actually carrying it out, be punished by imprisonment in a county jail not to exceed one year, or by imprisonment in the state prison. This bill contains other related provisions and other existing laws.	Monitor

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Bill ID/Topic	Location	Summary	Position
<p>SB 824 Beall D</p> <p>Low Carbon Transit Operations Program.</p>	<p>06/01/2016 In SENATE. Read third time. Passed SENATE. To ASSEMBLY. (25-9) 6/2/2016-A. DESK 6/2/2016-In Assembly. Read first time. Held at Desk.</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 authorize a recipient transit agency that does not submit a project for funding under the program in a particular fiscal year to retain its funding share for expenditure in a subsequent fiscal year. The bill would allow a recipient transit agency to loan or transfer its funding share in any particular fiscal year to another recipient transit agency within the same region, to pool its funding share with those of other recipient transit agencies, or to apply to the department to reassign, to other eligible expenditures under the program, any savings of surplus moneys from an approved and completed expenditure under the program or from an approved expenditure that is no longer a priority, as specified. The bill would also allow a recipient transit agency to apply to the department for a letter of no prejudice for any eligible expenditures under the program for which the department has authorized a disbursement of funds, and, if granted, would allow the recipient transit agency to expend its own moneys and to be eligible for future reimbursement from the program, under specified conditions. The bill would also require a recipient transit agency to provide additional information to the department to the extent funding is sought for capital projects. This bill contains other existing laws. Last Amended on 4/11/2016</p>	<p>Support</p>
<p>SB 882 Hertzberg D</p> <p>Crimes: public transportation: minors.</p>	<p>6/2/2016-A. DESK 6/2/2016-In Assembly. Read first time. Held at Desk.</p>	<p>Current law makes it an infraction or a misdemeanor to evade the payment of a fare on a public transit system, to misuse a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or to use a discount ticket without authorization or fail to present, upon request from a transit system representative, acceptable proof of eligibility to use a discount ticket. This bill would prohibit the minor from being charged with an infraction or a misdemeanor for those acts.</p>	<p>Monitor</p>

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Bill ID/Topic	Location	Summary	Position
SB 885 Wolk D Construction contracts: indemnity.	6/2/2016-A. DESK 6/2/2016-In Assembly. Read first time. Held at Desk.	Would specify, with certain exceptions, for construction contracts entered into on or after January 1, 2017, that a design professional, as defined, only has the duty to defend himself or herself from claims or lawsuits that arise out of, or pertain or relate to, negligence, recklessness, or willful misconduct of the design professional. Under the bill, a design professional would not have a duty to defend claims or lawsuits against any other person or entity arising from a construction project, except that person's or entity's reasonable defense costs arising out of the design professional's degree of fault, as specified.	Oppose
SB 895 Bates R Land use: housing element.	2/4/2016-S. RLS. 2/4/2016-Referred to Com. on RLS.	Current law, the Planning and Zoning Law, requires each city, county, and city and county to prepare and adopt a general plan that contains certain mandatory elements, including a housing element. This bill would make technical, nonsubstantive changes to that law.	Monitor
SB 903 Nguyen R Transportation funds: loan repayment.	2/4/2016-S. T. & H. 2/4/2016-Referred to Com. on T. & H.	Would acknowledge, as of June 30, 2015, \$879,000,000 in outstanding loans of certain transportation revenues, and would require this amount to be repaid from the General Fund by June 30, 2016, to the Traffic Congestion Relief Fund for allocation to the Traffic Congestion Relief Program, the Trade Corridors Improvement Fund, the Public Transportation Account, and the State Highway Account, as specified. The bill would thereby make an appropriation. This bill contains other related provisions and other existing laws.	Monitor

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Bill ID/Topic	Location	Summary	Position
<p>SB 951 McGuire D</p> <p>Transportation: Golden State Patriot Passes Program.</p>	<p>4/26/2016-S. APPR. 4/26/2016-Read second time and amended. Re-referred to Com. on APPR. 5/27/2016 – Held in Appropriations Committee</p>	<p>Existing law creates various state transportation agencies, including the Department of Transportation, with specified powers and duties, including, but not limited to, coordinating and assisting, upon request of, the various public and private transportation entities to strengthen their development and operation of balanced integrated mass transportation, highway, aviation, maritime, railroad, and other transportation facilities and services in support of statewide and regional goals. This bill would create the Golden State Patriot Passes Program to be administered by the Department of Transportation to provide veterans with free access to transit services. The bill would require the department to develop guidelines that describe the methodologies that a participating transit operator would use to demonstrate that proposed expenditures would increase veteran mobility and fulfill specified requirements. The bill would require the department to select 3 transit operators to participate, and would require a transit operator selected to participate in the program to match any state moneys that it receives through the program with local moneys. The bill would require the participating transit operators and the department to report on the program. The bill would repeal the program on January 1, 2022. Last Amended on 4/26/2016</p>	<p>Support</p>
<p>SB 998 Wieckowski D</p> <p>Vehicles: mass transit guideways.</p>	<p>5/16/2016-A. TRANS. 5/16/2016-Referred to Com. on TRANS.</p>	<p>Would prohibit a person from operating a motor vehicle, or stopping, parking, or leaving a vehicle standing, on a portion of the highway designated for the exclusive use of public transit buses, subject to specified exceptions. Because a violation of these provisions would be a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>
<p>SB 1018 Liu D</p> <p>Interstate 710 North Gap Closure project: cost-benefit analysis.</p>	<p>4/11/2016-S. T. & H. 4/26/2016-April 26 set for first hearing. Testimony taken. Further hearing to be set.</p>	<p>Existing law creates the Los Angeles County Metropolitan Transportation Authority with specified powers and duties relative to transportation planning, programming, and operations in Los Angeles County. This bill would require the Board of Directors of the Los Angeles County Metropolitan Transportation Authority, before making a final decision on the Interstate 710 North Gap Closure project, to take specified actions on a specified cost-benefit analysis for the project. This bill contains other related provisions and other existing laws. Last Amended on 4/7/2016</p>	<p>Oppose</p>

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SB 1066 Beall D Transportation funds: fund estimates.	5/9/2016-A. TRANS. 5/9/2016-Referred to Com. on TRANS.	Current law requires the Department of Transportation to submit to the California Transportation Commission an estimate of state and federal funds reasonably expected to be available for future programming over the 5-year period in each state transportation improvement program, and requires the California Transportation Commission to adopt a fund estimate in that regard. This bill would require the fund estimates prepared by the department and the commission to identify and include federal funds derived from apportionments made to the state under the Fixing America's Surface Transportation Act of 2015.	Monitor
SB 1208 Bates R California Transportation Commission.	3/3/2016-S. RLS. 3/3/2016-Referred to Com. on RLS.	Current law creates the California Transportation Commission, with specified powers and duties relative to programming of transportation capital improvement projects and other related matters. Current law authorizes the commission to request and review reports of the Department of Transportation and other entities pertaining to transportation issues and concerns that the commission determines need special study. This bill would make a nonsubstantive change to this provision.	Monitor
SB 1259 Runner R Vehicles: toll payment: veterans.	6/1/2016-A. V. A. 6/1/2016-Referred to Coms. on V.A. and TRANS..	Would exempt vehicles registered to a veteran and displaying a specialized veterans license plate, as specified, from payment of a toll or related fines on a toll road, high-occupancy toll (HOT) lane, toll bridge, toll highway, a vehicular crossing, or any other toll facility. The bill would also make conforming changes.	Monitor
SB 1362 Mendoza D Los Angeles County Metropolitan Transportation Authority: security officers.	4/5/2016-S. PUB. S. 4/20/2016-April 19 set for first hearing canceled at the request of author.	Would allow persons regularly employed as security officers by the Los Angeles County Metropolitan Transportation Authority to detain individuals on properties owned, controlled, operated, and administered by the authority when exigent circumstances exist, as defined. This bill contains other related provisions and other existing laws.	Monitor
SB 1383 Lara D Short-lived climate pollutants.	6/2/2016-A. DESK 6/2/2016-In Assembly. Read first time. Held at Desk.	Would require the State Air Resources Board, no later than January 1, 2018, to approve and begin implementing that comprehensive strategy to reduce emissions of short-lived climate pollutants to achieve a reduction in methane by 40%, hydrofluorocarbon gases by 40%, and anthropogenic black carbon by 50% below 2013 levels by 2030, as specified.	Monitor

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SB 1397 Huff R Highway safety and information program.	6/2/2016-S. INACTIVE FILE 6/2/2016-Ordered to inactive file on request of Senator Monning..	Would enact the Highway Safety and Information Act. The bill would authorize the Department of Transportation, subject to federal approval, to enter into an agreement pursuant to a best value procurement and competitive process for a project with a contractor to construct, upgrade or reconstruct, and operate a network of changeable message signs within the rights-of-way of the state highway system that would include a demonstration phase of the project as a condition precedent to the full implementation of the agreement, as specified.	Monitor
SB 1398 Leyva D Public water systems: lead pipes.	6/2/2016-A. DESK 6/2/2016-In Assembly. Read first time. Held at Desk.	Would require a public water system to compile an inventory of lead pipes in use by July 1, 2018, and, after completing the inventory, to provide a timeline for replacement of lead pipes in the system to the board. This bill would require the board to establish best practices to ensure that chemicals introduced into public water systems do not create corrosion or contamination within the system.	Monitor
SB 1405 Pavley D Zero-emission vehicles: transportation systems.	4/21/2016-S. APPR. 4/21/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0. Page 3644.) (April 20). Re-referred to Com. on APPR.	Would require the State Air Resources Board , by March 1, 2017, to revise its zero-emission vehicle standard regulation to expand the definition of "transportation systems eligible for zero-emission vehicle credits" under that regulation to include additional entities utilizing fleets of zero-emission vehicles, including rental car companies, transportation network companies, taxicab companies, and car-sharing companies, to the extent that the operations of those entities involve ridesharing features offered by those entities that reduce per-passenger emissions. This bill contains other related provisions and other existing laws.	Monitor
SB 1443 Galgiani D Incarcerated persons: health records.	4/26/2016-S. APPR. 4/26/2016-Read second time and amended. Re-referred to Com. on APPR.	Would authorize the disclosure of information between a county correctional facility, a county medical facility, a state correctional facility, or a state hospital to ensure the continuity of health care of an inmate being transferred between those facilities. This bill contains other related provisions and other existing laws.	Monitor

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<p>SB 1464 De León D</p> <p>California Global Warming Solutions Act of 2006: greenhouse gas emissions reduction.</p>	<p>6/1/2016-A. DESK 6/1/2016-In Assembly. Read first time. Held at Desk.</p>	<p>Current law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop and update, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the investment plan to, among other things, identify priority programmatic investments of moneys that will facilitate the achievement of feasible and cost-effective greenhouse gas emissions reductions toward achievement of greenhouse gas reduction goals and targets by sector. This bill would require, in identifying priority programmatic investments, that the investment plan assess how proposed investments interact with current state regulations, policies, and programs, and evaluate if and how the proposed investments could be incorporated into existing programs.</p>	<p>Monitor</p>
<p>SB 1472 Mendoza D</p> <p>Los Angeles County Metropolitan Transportation Authority.</p>	<p>6/2/2016-S. INACTIVE FILE 6/2/2016-Ordered to inactive file on request of Senator Mendoza.</p>	<p>Existing law creates the Los Angeles County Metropolitan Transportation Authority with specified powers and duties relative to transportation planning, programming, and operations in the County of Los Angeles. The authority is governed by a 14-member board of directors, including the Mayor of the City of Los Angeles, 2 public members and one Los Angeles city council member appointed by the mayor, 4 members appointed from the other cities in the county, the 5 members of the board of supervisors, and one nonvoting member appointed by the Governor. This bill would expand the board of directors to 16 members by adding 2 members that reside in the County of Los Angeles, one member appointed by the Speaker of the Assembly and one member appointed by the Senate Committee on Rules and would prohibit these members from residing in the same city as another member of the authority, as specified. This bill contains other related provisions and other existing laws. Last Amended on 4/11/2016</p>	<p>Oppose</p>
<p>SBX1 1 Beall D</p> <p>Transportation funding: environmental mitigation: oversight.</p>	<p>4/21/2016-S. APPR. 4/21/2016-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system and for other specified purposes. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund.</p>	<p>Monitor</p>

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SCA 5 Hancock D Local government finance.	4/12/2016-S. GOV. & F. 4/12/2016-From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.	Would exempt from taxation for each taxpayer an amount up to \$500,000 of tangible personal property used for business purposes. This measure would prohibit the Legislature from lowering this exemption amount or from changing its application, but would authorize it to be increased consistent with the authority described above. This measure would provide that this provision shall become operative on January 1, 2019. This bill contains other related provisions and other existing laws.	Monitor
SCA 7 Huff R Motor vehicle fees and taxes: restriction on expenditures.	5/28/2015-S. E. & C.A. 1/12/2016-Set for hearing January 19 in E. & C.A. pending receipt.	Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also provide that none of those revenues may be pledged or used for the payment of principal and interest on bonds or other indebtedness.	Support
ABX1 1 Alejo D Transportation funding.	6/23/2015-A. PRINT 6/24/2015-From printer.	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.	Monitor
ABX1 2 Perea D Transportation projects: comprehensive development lease agreements.	6/25/2015-A. PRINT 6/26/2015-From printer.	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 include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions. The bill would also delete obsolete cross-references and make technical changes to these provisions.	Monitor

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ABX1 3 Frazier D Transportation funding.	9/24/2015-A. CONFERENCE COMMITTEE 9/24/2015-Senators Beall (Co-Chair), Allen, Leyva, Cannella, and Gaines appointed to Conference Committee.	Existing law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair highways, local roads, bridges, and other critical infrastructure.	Monitor
ABX1 4 Frazier D Transportation funding.	9/3/2015-S. RLS. 9/3/2015-Referred to Com. on RLS.	Existing law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.	Monitor

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Bill ID/Topic	Location	Summary	Position
<p>ABX15 Hernández, Roger D</p> <p>Income taxes: credits: low- income housing: farmworker housing assistance.</p>	<p>7/16/2015-A. PRINT 7/17/2015-From printer.</p>	<p>Existing law establishes a low-income housing tax credit program pursuant to which the California Tax Credit Allocation Committee provides procedures and requirements for the allocation of state insurance, personal income, and corporation income tax credit amounts among low-income housing projects based on federal law. Existing law allows the credit for buildings located in designated difficult development areas or qualified census tracts that are restricted to having 50% of its occupants be special needs households, as defined, even if the taxpayer receives specified federal credits, if the credit allowed under this section does not exceed 30% of the eligible basis of that building. Existing law limits the total annual amount of the credit that the committee may allocate to \$70 million per year and allows \$500,000 per year of that amount to be allocated for projects to provide farmworker housing, as specified. Existing law defines farmworker housing to mean housing for agricultural workers that is available to, and occupied by, only farmworkers and their households. This bill, under the insurance taxation law, the Personal Income Tax Law, and the Corporation Tax Law, would modify the definition of applicable percentage relating to qualified low-income buildings that are farmworker housing projects, as provided. The bill would authorize the California Tax Credit Allocation Committee to allocate that credit even if the taxpayer receives specified federal and state credits or only state credits. The bill would increase the amount the committee may allocate to farmworker housing projects from \$500,000 to \$25,000,000 per year. The bill would also redefine farmworker housing to mean housing for agricultural workers that is available to, and occupied by, not less than 50% of farmworkers and their households. This bill contains other related provisions.</p>	<p>Monitor</p>

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Bill ID/Topic	Location	Summary	Position
ABX1 6 Hernández, Roger D Affordable Housing and Sustainable Communities Program.	7/16/2015-A. PRINT 7/17/2015-From printer.	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 continuously appropriates 20% of the annual proceeds of the fund to the Affordable Housing and Sustainable Communities Program, administered by the Strategic Growth Council, to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. This bill would require 20% of moneys available for allocation under the program to be allocated to eligible projects in rural areas, as defined. The bill would further require at least 50% of those moneys to be allocated to eligible affordable housing projects. The bill would require the council to amend its guidelines and selection criteria consistent with these requirements and to consult with interested stakeholders in this regard.	Monitor
ABX1 7 Nazarian D Public transit: funding.	7/16/2015-A. PRINT 7/17/2015-From printer.	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 instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other existing laws.	Monitor
ABX1 8 Chiu D Diesel sales and use tax.	7/16/2015-A. PRINT 7/17/2015-From printer.	Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to be transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller, for allocation by formula to transportation agencies for public transit purposes. This bill, effective July 1, 2016, would increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.	Monitor

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<p>ABX1 9 Levine D</p> <p>Richmond-San Rafael Bridge.</p>	<p>8/17/2015-A. PRINT 8/18/2015-From printer.</p>	<p>Existing law specifies the powers and duties of the Department of Transportation, the Metropolitan Transportation Commission, and the Bay Area Toll Authority with respect to the collection and expenditure of toll revenue from the 7 state-owned toll bridges within the geographic jurisdiction of the commission, including the Richmond-San Rafael Bridge. This bill would require the department, immediately, or as soon as practically feasible, but no later than September 30, 2015, to implement an operational improvement project that temporarily restores the third eastbound lane on State Highway Route 580 from the beginning of the Richmond-San Rafael Bridge in the County of Marin to Marine Street in the County of Contra Costa to automobile traffic and that temporarily converts a specified portion of an existing one-way bicycle lane along the north side of State Highway Route 580 in the County of Contra Costa into a bidirectional bicycle and pedestrian lane. The bill would require the department to keep the temporary lanes in place until the department has completed a specified project relating to the Richmond-San Rafael Bridge or until construction activity for that project necessitates removal of the temporary lanes. This bill contains other related provisions.</p>	<p>Monitor</p>
<p>ABX1 10 Levine D</p> <p>Public works: contracts: extra compensation.</p>	<p>8/19/2015-A. PRINT 8/20/2015-From printer.</p>	<p>Existing law sets forth requirements for provisions in public works contracts awarded by a state entity. Under existing law, the state or any other public entity in any competitively bid public works contract may provide for the payment of extra compensation to the contractor for cost reduction changes. This bill would provide that a state entity in a megainfrastructure project contract, as defined, may not provide for the payment of extra compensation to the contractor until the megainfrastructure project, as defined, has been completed and an independent third party has verified that the megainfrastructure project meets all architectural or engineering plans and safety specifications of the contract. This bill would apply to contracts entered into or amended on or after the effective date of this bill.</p>	<p>Monitor</p>
<p>ABX1 11 Gray D</p> <p>Transportation projects: County of Merced: campus parkway project.</p>	<p>8/20/2015-A. PRINT 8/21/2015-From printer.</p>	<p>Existing law provides various sources of funding for transportation projects. This bill would appropriate \$97,600,000 from the General Fund to the Merced County Association of Governments for construction of phase 2 and 3 of the Campus Parkway Project, a planned road project to connect the University of California, Merced to State Highway 99, in the County of Merced.</p>	<p>Monitor</p>

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<p>ABX1 12 Nazarian D</p> <p>Los Angeles County Metropolitan Transportation Authority.</p>	<p>8/26/2015-A. PRINT 8/27/2015-From printer.</p>	<p>Existing law creates the Los Angeles County Metropolitan Transportation Authority with specified powers and duties relative to transportation planning, programming, and operations in Los Angeles County. This bill would authorize the Los Angeles County Metropolitan Transportation Authority to enter into agreements with private entities for certain transportation projects in Los Angeles County, including on the state highway system, subject to various terms and requirements. The bill would authorize the authority to impose tolls and user fees for use of those projects. For any project on the state highway system, the bill would require the authority to implement the project in cooperation with the Department of Transportation pursuant to an agreement that addresses specified matters. The bill would provide that a facility constructed by a private entity would at all times be owned by a governmental agency, except as provided. The bill would authorize the authority to issue bonds to finance any costs necessary to implement a project and to finance any expenditures, payable from the revenues generated from the project or other available resources, as specified. This bill contains other related provisions.</p>	<p>Monitor</p>
<p>ABX1 13 Grove R</p> <p>Greenhouse Gas Reduction Fund: streets and highways.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</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. 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. Existing law continuously appropriates 20% of the annual proceeds of the fund to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program, as provided. This bill would reduce the continuous appropriation to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program by half. This bill contains other related provisions.</p>	<p>Monitor</p>

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<p>ABX1 14 Waldron R</p> <p>State Highway Operation and Protection Program: local streets and roads: appropriation.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>Existing law requires the Department of Transportation to prepare a State Highway Operation and Protection Program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for apportionment of specified portions of revenues in the Highway Users Tax Account derived from gasoline and diesel excise taxes to cities and counties by formula, with the remaining revenues to be deposited in the State Highway Account for expenditure on various state transportation programs, including maintenance of state highways and transportation capital improvement projects. This bill would continuously appropriate \$1 billion from the General Fund, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by a specified formula for street and road purposes.</p>	<p>Monitor</p>
<p>ABX1 15 Patterson R</p> <p>State Highway Operation and Protection Program: local streets and roads: appropriation.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>Existing law appropriates the sum of \$663,287,000 for the 2015-16 fiscal year from the State Highway Account to the Department of Transportation for Capital Outlay Support. This bill would reduce the \$663,287,000 appropriation for Capital Outlay Support by \$500 million, and would appropriate \$500 million from the State Highway Account for the 2015-16 fiscal year, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by formula for street and road purposes. This bill contains other existing laws.</p>	<p>Monitor</p>

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<p>ABX1 16 Patterson R</p> <p>State highways: transfer to local agencies: pilot program.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of all state highways and associated property, and sets forth the powers and duties with respect to operation, maintenance, and improvement of state highways. Existing law authorizes the California Transportation Commission to exercise various powers and duties on transportation matters, including the allocation of certain transportation capital improvement funds available to the state. This bill would require the department to participate in a pilot program over a 5-year period under which 2 counties, one in northern California and one in southern California, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. The bill would require the department, with respect to those counties, for the duration of the pilot program, to convey all of its authority and responsibility over state highways in the county to a county, or a regional transportation agency that has jurisdiction in the county. The bill would require the commission to administer and oversee the pilot program, and to select the counties that will participate in the program. The bill would require certain moneys to be appropriated for these purposes as a block grant in the annual Budget Act to a participating county, as specified. The bill would authorize any cost savings realized by a participating county to be used by the county for other transportation priorities. The bill would require the participating counties to report to the Legislature upon the conclusion of the pilot program.</p>	<p>Monitor</p>
<p>ABX1 17 Achadjian R</p> <p>Greenhouse Gas Reduction Fund: state highway operation and protection program.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</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. 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. Existing law continuously appropriates 60% of the annual proceeds of the fund for transit, affordable housing, sustainable communities, and high-speed rail purposes. This bill, beginning in the 2016-17 fiscal year, would continuously appropriate 25% of the annual proceeds of the fund to fund projects in the state highway operation and protection program.</p>	<p>Monitor</p>

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Bill ID/Topic	Location	Summary	Position
<p>ABX1 18 Linder R</p> <p>Vehicle weight fees: transportation bond debt service.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</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 Account 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. This bill, notwithstanding these provisions or any other law, effective January 1, 2016, would prohibit weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds.</p>	<p>Monitor</p>
<p>ABX1 19 Linder R</p> <p>California Transportation Commission.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>Existing law establishes in the state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.</p>	<p>Monitor</p>
<p>ABX1 20 Gaines, Beth R</p> <p>State government: elimination of vacant positions: transportation: appropriation.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>Existing law establishes the Department of Human Resources in state government to operate the state civil service system. This bill would require the department to eliminate 25% of the vacant positions in state government that are funded by the General Fund. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>

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Bill ID/Topic	Location	Summary	Position
<p>ABX1 21 Obernolte R</p> <p>Environmental quality: highway projects.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</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. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. The bill would prohibit a court in a judicial action or proceeding under CEQA from staying or enjoining the construction or improvement of a highway unless it makes specified findings.</p>	<p>Monitor</p>
<p>ABX1 22 Patterson R</p> <p>Design-build: highways.</p>	<p>9/1/2015-A. PRINT 9/2/2015-From printer.</p>	<p>Existing law authorizes the Department of Transportation to utilize design-build procurement for up to 10 projects on the state highway system, based on either best value or lowest responsible bid. Existing law requires the department to perform construction inspection services for those projects that are on or interfacing with the state highway system, as specified. Existing law establishes a procedure for submitting bids that includes a requirement that design-build entities provide a statement of qualifications submitted to the transportation entity that is verified under oath, subject to penalty of perjury. This bill would authorize the department to utilize design-build procurement on an unlimited number of projects and would require the department to contract with consultants to perform construction inspection services for those authorized projects. The bill would eliminate the requirement that the department perform the construction inspection services for the projects on or interfacing with the state highway system. By authorizing the design-build method of procurement to be utilized in an unlimited number of projects, the bill would expand the number of projects in which the statement of qualifications requirement, subject to penalty of perjury, is applicable, thereby expanding the scope of an existing crime and imposing a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>

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<p>ABX1 23 Garcia, Eduardo D Transportation.</p>	<p>9/4/2015-A. PRINT 9/5/2015-From printer.</p>	<p>Existing law requires the Department of Transportation to prepare a State Highway Operation and Protection Program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for the programming of transportation capital improvement funds for other objectives through the State Transportation Improvement Program administered by the California Transportation Commission, which includes projects recommended by regional transportation planning agencies through adoption of a regional transportation improvement program and projects recommended by the department through adoption of an interregional transportation improvement program, as specified. This bill, by January 1, 2017, would require the California Transportation Commission to establish a process whereby the department and local agencies receiving funding for highway capital improvements from the State Highway Operation and Protection Program or the State Transportation Improvement Program prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community residents, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>

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Bill ID/Topic	Location	Summary	Position
<p>ABX1 24 Levine D</p> <p>Bay Area Transportation Commission: election of commissioners.</p>	<p>9/11/2015-A. PRINT 9/12/2015-From printer.</p>	<p>Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the San Francisco Bay area, with various powers and duties with respect to transportation planning and programming, as specified, in the 9-county San Francisco Bay area region. Existing law creates the Bay Area Toll Authority, governed by the same board as the commission, but created as a separate entity, with specified powers and duties relative to the administration of certain toll revenues from state-owned toll bridges within the geographic jurisdiction of the commission. Under existing law, the commission is comprised of 21 appointed members, as specified. This bill, effective January 1, 2017, would redesignate the Metropolitan Transportation Commission as the Bay Area Transportation Commission. The bill would require commissioners to be elected by districts comprised of approximately 750,000 residents. The bill would require each district to elect one commissioner, except that a district with a toll bridge, as defined, within the boundaries of the district would elect 2 commissioners. The bill would require commissioner elections to occur in 2016, with new commissioners to take office on January 1, 2017. The bill would state the intent of the Legislature for district boundaries to be drawn by a citizens' redistricting commission and campaigns for commissioners to be publicly financed. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>
<p>ABX1 25 Allen, Travis R</p> <p>Shuttle services: loading and unloading of passengers.</p>	<p>1/11/2016-A. PRINT 1/12/2016-From printer.</p>	<p>Under existing law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that existing law allows local authorities to permit schoolbuses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside these curb spaces upon agreement between a transit system operating buses engaged as common carriers in local transportation and a shuttle service provider, as defined. The bill would state that it is the intent of the Legislature to not replace public transit services. This bill contains other related provisions.</p>	<p>Monitor</p>

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Bill ID/Topic	Location	Summary	Position
<p>SBX1 1 Beall D</p> <p>Transportation funding: environmental mitigation: oversight.</p>	<p>4/21/2016-S. APPR. 4/21/2016-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account. This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system and for other specified purposes. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund, including revenues attributable to a \$0.12 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill and \$0.10 of a \$0.22 per gallon increase in the diesel fuel excise tax imposed by the bill, an increase of \$35 in the annual vehicle registration fee, a new \$100 annual vehicle registration fee applicable to zero-emission motor vehicles, as defined, a new annual road access charge on each vehicle, as defined, of \$35, and repayment, by June 30, 2016, of outstanding loans made in previous years from certain transportation funds to the General Fund. The bill would provide that revenues from future adjustments in the applicable portion of the fuel tax rates, the annual vehicle registration fee increase, and the road access charge would also be deposited in the account. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>
<p>SBX1 2 Huff R</p> <p>Greenhouse Gas Reduction Fund.</p>	<p>6/30/2015-S. T. & I.D. 9/1/2015-September 1 set for first hearing. Failed passage in committee. (Ayes 3. Noes 9. Page 56.) Reconsideration granted.</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 exclude from allocation under these provisions the annual proceeds of the fund generated from the transportation fuels sector. The bill would instead provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail. This bill contains other existing laws.</p>	<p>Monitor</p>

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Bill ID/Topic	Location	Summary	Position
<p>SBX1 3 Vidak R</p> <p>Transportation bonds: highway, street, and road projects.</p>	<p>9/14/2015-S. DEAD 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).</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 general obligation bonds in the amount of \$9 billion 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 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 bonds subsequently issued and sold under the high-speed rail portion of the bond act, upon appropriation, to be made available to the Department of Transportation for repair and new construction projects on state highways and freeways, and for repair and new construction projects on local streets and roads, as specified. The bill would make no changes to the authorization under the bond act for the issuance of \$950 million in bonds for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the June 7, 2016, statewide primary election.</p>	<p>Monitor</p>
<p>SBX1 4 Beall D</p> <p>Transportation funding.</p>	<p>9/24/2015-S. CONFERENCE COMMITTEE 9/24/2015-Senators Beall (Co-Chair), Allen, Leyva, Cannella and Gaines appointed to Conference Committee.</p>	<p>Existing law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact statutory changes to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.</p>	<p>Monitor</p>

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SBX1 5 Beall D Transportation funding.	9/1/2015-A. DESK 9/1/2015-In Assembly. Read first time. Held at Desk.	Existing law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.	Monitor
SBX1 6 Runner R Greenhouse Gas Reduction Fund: transportation expenditures.	9/14/2015-S. DEAD 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).	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 delete the continuous appropriations from the fund for the high-speed rail project, and would prohibit any of the proceeds from the fund from being used for that project. The bill would continuously appropriate the remaining 65% of annual proceeds of the fund to the California Transportation Commission for allocation to high-priority transportation projects, as determined by the commission, with 40% of those moneys to be allocated to state highway projects, 40% to local street and road projects divided equally between cities and counties, and 20% to public transit projects. This bill contains other related provisions and other existing laws.	Monitor
SBX1 7 Allen D Diesel sales and use tax.	9/3/2015-S. APPR. 9/3/2015-Read second time and amended. Re-referred to Com. on APPR.	Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to be transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller, for allocation by formula to transportation agencies for public transit purposes. This bill, as of July 1, 2016, would increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. The bill would restrict expenditures of revenues from the July 1, 2016, increase in the sales and use tax on diesel fuel to transit capital purposes and certain transit services. The bill would require an existing required audit of transit operator finances to verify that these new revenues have been expended in conformance with these specific restrictions and all other generally applicable requirements. This bill contains other related provisions and other existing laws.	Monitor

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SBX1 8 Hill D Public transit: funding.	9/2/2015-S. APPR. 9/2/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0. Page 57.) (September 1). Re-referred to Com. on APPR.	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 instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other existing laws.	Monitor
SBX1 9 Moorlach R Department of Transportation.	9/14/2015-S. DEAD 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).	Existing law creates the Department of Transportation with various powers and duties relative to the state highway system and other transportation programs. This bill would prohibit the department from using any nonrecurring funds, including, but not limited to, loan repayments, bond funds, or grant funds, to pay the salaries or benefits of any permanent civil service position within the department. This bill contains other related provisions and other existing laws.	Monitor

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<p>SBX1 10 Bates R</p> <p>Regional transportation capital improvement funds.</p>	<p>7/16/2015-S. T. & I.D. 9/9/2015-September 8 hearing: Testimony taken. Hearing postponed by committee.</p>	<p>Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission generally programs and allocates available state and federal funds for transportation capital improvement projects, other than state highway rehabilitation and repair projects, over a multiyear period based on estimates of funds expected to be available. Existing law provides funding for these interregional and regional transportation capital improvement projects through the state transportation improvement program process, with 25% of funds available for interregional projects selected by the Department of Transportation through preparation of an interregional transportation improvement program and 75% for regional projects selected by transportation planning agencies through preparation of a regional transportation improvement program. Existing law requires funds available for regional projects to be programmed by the commission pursuant to the county shares formula, under which a certain amount of funding is available for programming in each county, based on population and miles of state highway. Existing law specifies the various types of projects that may be funded with the regional share of funds to include state highways, local roads, transit, and others. This bill would revise the process for programming and allocating the 75% share of state and federal funds available for regional transportation improvement projects. The bill would require the department to annually apportion, by the existing formula, the county share for each county to the applicable metropolitan planning organization, transportation planning agency, or county transportation commission, as a block grant. These transportation capital improvement funds, along with an appropriate amount of capital outlay support funds, would be appropriated annually through the annual Budget Act to regional transportation agencies. The bill would require the regional transportation agencies, in their regional transportation improvement programs, to identify the transportation capital improvement projects to be funded with these moneys, and would require the California Transportation Commission to incorporate the regional transportation improvement programs into the state transportation improvement program. The bill would eliminate the role of the California Transportation Commission in programming and allocating funds to these regional projects, but would retain certain oversight roles of the commission with respect to expenditure of the funds. The bill would repeal provisions governing computation of county shares over multiple years and make various other conforming changes.</p>	<p>Monitor</p>

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<p>SBX1 11 Berryhill R</p> <p>Environmental quality: transportation infrastructure.</p>	<p>9/4/2015-S. T. & I.D. 9/4/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & I.D.</p>	<p>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 establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would exempt from these CEQA provisions a project that consists of the inspection, maintenance, repair, restoration, reconditioning, relocation, replacement, or removal of existing transportation infrastructure if certain conditions are met, and would require the person undertaking these projects to take certain actions, including providing notice to an affected public agency of the project's exemption. Because a lead agency would be required to determine if a project qualifies for this exemption, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>
<p>SBX1 12 Runner R</p> <p>California Transportation Commission.</p>	<p>8/20/2015-S. APPR. 8/20/2015-Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Existing law establishes in state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>

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<p>SBX1 13 Vidak R</p> <p>Office of the Transportation Inspector General.</p>	<p>9/3/2015-S. APPR. 9/3/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Existing law creates various state transportation agencies, including the Department of Transportation and the High-Speed Rail Authority, with specified powers and duties. Existing law provides for the allocation of state transportation funds to various transportation purposes. This bill would create the Office of the Transportation Inspector General in state government, as an independent office that would not be a subdivision of any other government entity, to build capacity for self-correction into the government itself and to ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would provide for the Governor to appoint the Transportation Inspector General for a 6-year term, subject to confirmation by the Senate, and would provide that the Transportation Inspector General may not be removed from office during the term except for good cause. The bill would specify the duties and responsibilities of the Transportation Inspector General, would require an annual report to the Legislature and Governor, and would provide that funding for the office shall, to the extent possible, be from federal transportation funds, with other necessary funding to be made available from the State Highway Account and an account from which high-speed rail activities may be funded.</p>	<p>Monitor</p>
<p>SBX1 14 Cannella R</p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>7/16/2015-S. T. & I.D. 8/17/2015-August 19 set for first hearing canceled at the request of author.</p>	<p>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 include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions. The bill would also delete obsolete cross-references and make technical changes to these provisions.</p>	<p>Monitor</p>

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Bill ID/Topic	Location	Summary	Position
<p>SCAX1 1 Huff R</p> <p>Motor vehicle fees and taxes: restriction on expenditures.</p>	<p>9/9/2015-S. APPR. 9/9/2015-From committee: Be adopted and re-refer to Com. on APPR. (Ayes 13. Noes 0. Page 72.) (September 8). Re-referred to Com. on APPR.</p>	<p>(1) Article XIX of the California Constitution restricts the expenditure of revenues from taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes, and restricts the expenditure of revenues from fees and taxes imposed by the state upon vehicles or their use or operation to state administration and enforcement of laws regulating the use, operation, or registration of vehicles used upon the public streets and highways, as well as to street and highway and certain mass transit purposes. These restrictions do not apply to revenues from taxes or fees imposed under the Sales and Use Tax Law or the Vehicle License Fee Law. This measure would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also prohibit those revenues from being pledged or used for the payment of principal and interest on bonds or other indebtedness. The measure would delete the provision that provides for use of any fuel tax revenues allocated to mass transit purposes to be pledged or used for payment of principal and interest on voter-approved bonds issued for those mass transit purposes, and would instead subject those expenditures to the existing 25% limitation applicable to the use of fuel tax revenues for street and highway bond purposes. O This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>
<p>SCRX1 1 De León D</p> <p>2015-16 First Extraordinary Session: Joint Rules.</p>	<p>6/23/2015-A. DESK 6/23/2015-In Assembly. Held at Desk.</p>	<p>This measure adopts the Joint Rules of the Senate and Assembly for the 2015-16 Regular Session, as set forth in Senate Concurrent Resolution No. 37, as the Joint Rules, except as specified, for the 2015-16 First Extraordinary Session.</p>	<p>Monitor</p>

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

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FEDERAL LEGISLATION

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

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H.R. 990 King R-NY	<p>Would authorize and bring parity between the parking and transit commuter tax benefits available for employees, including cash payments from employers, to the level of \$235 per month. The legislation also includes a tax benefit for bicycle commuters in the amount of \$35 per month.</p>	<p>May 2015 – SUPPORT</p> <p>House Ways and Means Committee</p>
H.R. 1308 Lowenthal D-CA	<p>Would establish a Freight Transportation Infrastructure Trust Fund and create a freight specific formula and competitive grant program for multimodal projects.</p> <p><i>Board previously supported HR 5624 bill last session.</i></p>	<p>May 2015 – SUPPORT WORK WITH AUTHOR</p> <p>Subcommittee on Water, House Transportation and Infrastructure Committee</p> <p>House Ways and Means Committee</p>
H.R. 1461 Massie R-KY	<p>Would end the longstanding practice of the mass transit account receiving funding through the Highway Trust Fund. Additionally, it repeals the Transportation</p>	<p>May 2015 – OPPOSE</p> <p>House Transportation and Infrastructure Committee</p> <p>House Ways and Means Committee</p>
H.R. 1551 Sanford R-SC	<p>Would phase out the Mass Transit Account from receiving any funding through the Highway Trust Fund by incrementally decreasing funding from 2016-2020.</p>	<p>May 2015 – OPPOSE</p> <p>House Ways and Means Committee</p>

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<p>H.R. 2485 Torres D-CA</p>	<p>The Regional Infrastructure Accelerator Act of 2015 would, if enacted into federal law, create a two-tiered grant program aimed at increasing private investment in public infrastructure projects. The legislation seeks to establish and fund regional infrastructure accelerator organizations to provide regional analysis of potential Public-Private Partnership (P3) Infrastructure projects. The regional accelerators would then have the ability to provide technical expertise and funding to states, cities and public entities for pre-development activities on a potential P3 project. This legislation authorizes, subject to appropriations, funding in the amount of \$25 million for the two-tiered grant program outlined in the Regional Infrastructure Accelerator Act of 2015.</p>	<p>June 2015 – SUPPORT 5/21/15 Subcommittee on Water Resources and Environment for House Transportation and Infrastructure Committee</p>
<p>H.R. 2495 Waters D-CA</p>	<p>The TIGER Grants for Job Creation Act would, if enacted into federal law, provide an emergency supplemental appropriation of \$7.5 billion over the next 6 years for the Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program.</p>	<p>June 2015 – SUPPORT 5/21/15 House Appropriation and Budget Committees</p>
<p>H.R. 2410 DeFazio D-OR</p>	<p>The GROW America Act would, if enacted into federal law, authorize a six-year \$478 billion surface transportation bill. H.R. 2410 represents President Obama’s surface transportation bill that his Administration has transmitted to Congress through his Fiscal Year 2016 Budget. The authorized funding level of \$478 billion in the bill is the same funding figure that the U.S. Department of Transportation has determined is needed to assist in funding our nation’s state-of-good-repair backlog maintenance as well as continue to invest in new transportation projects required to properly address America’s future population growth.</p> <p>Co-sponsors of H.R. 2410 from the Los Angeles Congressional Delegation include Congresswoman Grace Napolitano (D-32) and Congresswoman Julia Brownley (D-26).</p>	<p>June 2015 - SUPPORT</p>
<p>H.R. 4343</p>	<p>H.R. 4343 (Blumenauer) – The Bikeshare Transit Act of 2016 would, if enacted into federal law, clarify the definition of bikeshare projects that qualify as an “associated transit improvement” under Title 49 of U.S. Code, add bikeshare projects to the definition of “capital project” under Title 49 of U.S. Code, and make bikeshare projects eligible for funding under the Congestion Mitigation and Air Quality Improvement Program (CMAQ) under Title 23 of U.S. Code. The legislation seeks to add bikeshare projects to the formal definition of transit projects as well as make clear to states that administer Federal Highway Administration funding that bikeshare is eligible to receive federal funding.</p>	<p>MARCH 2016 - SUPPORT</p>

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S. 650 Blunt R-MO	Extends the national deadline by five years to implement PTC, from December 31, 2015 to December 31, 2020. Two one year extensions beyond 2020 are included in the legislation, but the extensions are at the discretion of the Secretary of the U.S. Department of Transportation.	MAY 2015 – OPPOSE Senate Commerce, Science and Transportation Committee
S. 797 Booker D-NJ	Amends the Railroad Rehabilitation and Improvement Financing Program (RRIF) to expand the eligibility for financing transit oriented development.	May 2015 – SUPPORT WORK WITH AUTHOR Senate Commerce, Science and Transportation Committee
S. 880 (Schatz-D-HI)	Amends the TIFIA program, as authorized in MAP-21, to include TOD as an eligible expense to finance through the TIFIA program.	May 2015- SUPPORT Senate Environment and Public Works Committee
S. 1006 (Feinstein-D-CA)	Extend the national deadline to implement Positive Train Control by one year	MAY 2015 – SUPPORT Senate Commerce, Science and Transportation Committee
Omnibus Appropriations Bill For Fiscal Year 2016	An omnibus appropriations bill that keeps all federal programs, agencies, and services funded until September 30, 2016.	Signed into law by President Obama, December 18, 2015
HR 22 (formerly known as the DRIVE Act) Fixing America’s Surface Transportation Act (FAST Act)	Fixing America’s Surface Transportation Act (FAST Act), the long-term surface transportation authorization bill authorizes approximately \$305 billion for Highway, Transit and Railroad programs over 5 years (\$61 billion per year).	Signed into law by President Obama, December 4, 2015

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COUNTY OF LOS ANGELES
OFFICE OF THE COUNTY COUNSEL

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July 19, 2016

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Re: Quarterly Update on Status of Key Legal Actions

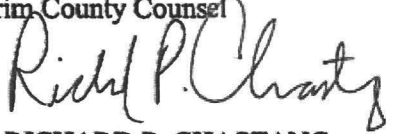
Dear Ms. Fox:

Attached please find the Los Angeles County Metropolitan Transportation Authority's quarterly update as of June 30, 2016, on the Status of Key Legal Actions Related to Federally Funded Projects.

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

Very truly yours,

MARY C. WICKHAM
Interim County Counsel

By 
RICHARD P. CHASTANG
Principal Deputy County Counsel
Transportation Division

RPC:kh

Attachments

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

HOA.1109793.1

Los Angeles County Metropolitan Transportation Authority
 Status of Key Legal Actions Related to Federally Funded MTA Projects
 Date as of June 30, 2016

CASE NAME	CASE NUMBER	GRANT NUMBER	NARRATIVE	CASE STATUS
Gerlinger (MTA) v. Parsons Dillingham consolidated with MTA v. Parson Dillingham	BC150298, etc. BC179027	MOS-1 and CA-03-0341, CA-90-X642 MOS-1 and CA-03-0341, CA-90-X642	Originated as Qui Tam action. Concerns allegations of overbilling by MTA's construction Manager, Parsons-Dillingham ("PD"). MTA filed suit against Parsons Dillingham for fraud and breach of contract in the performance of construction management services.	Defendants' Motion for Summary Judgment granted. MTA's motion for new trial denied. MTA has appealed trial court judgment. Judgment granted in favor of MTA in February 2014 over \$100 million with interest. Defendants have appealed. Given the length of the record, oral argument not expected until 2017.
Kiewit Infrastructure West Co. f/k/a Kiewit Pacific Company v. MTA	BC545331		Kiewit submitted claims in excess of \$600 million for direct costs and for delay and disruption.	The parties agreed to binding arbitration of claims in lieu of further DRB hearings and litigation. The direct cost claims have been settled (\$103 million). The delay and disruption claims will continue through the arbitration process.
Tutor-Saliba-Perini v. MTA	BC123559 BC132928	CA-03-0341, CA-90-X642	These cases have been brought by Tutor-Saliba-Perini, the prime contractor for construction of the Normandie and Western stations, against the MTA for breach of contract. MTA has cross-complained against Tutor-Saliba for several causes of action including false claims. MTA prevailed at trial, but judgment reversed on appeal. On retrial MTA obtained false claim judgment on tunnel handrail item. Cases have been appealed by both parties.	Court of Appeal issued ruling upholding MTA's false claims judgment against TSP. TSP's claims, including claims for attorneys' fees, were denied. Remanded to trial court on issue of sureties' claim for attorney's fees. Trial court awarded sureties \$2,143,403 (demand was \$21,517,220). Sureties have appealed.
Transport Technologies v. MTA	2:15-cv-6423-RSWL-		This is a patent infringement lawsuit. Plaintiff alleges that MTA infringed upon its patent relating to wireless reader technology in	MTA's Contractor on the Express Lanes, Atkinson has agreed to accept MTA's tender of its defense

	MRW		connection with MTA's ExpressLanes Project. MTA's contract with the ExpressLanes Project general contractor Atkinson requires Atkinson to defend and indemnify MTA in any Intellectual Property claims.	with a reservation of rights. Mediation was held in May 2016; however, it was unsuccessful. Discovery is continuing.
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.	Judgments for MTA and FTA on CEQA and NEPA claims. Government Code Claim for disparate impact remanded to State court.
Japanese Village Plaza, LLC v. MTA	BS137343 CV13-0396		Petitioner alleges that the Final Environmental Impact Statement/Environmental Impact Report (FEIS/EIR) for the project failed to analyze or adopt feasible mitigation measures or alternatives for many of the project's significant environmental impacts on the residents and businesses of the historic Little Tokyo community.	CEQA trial before Judge Richard Fruin was held on November 25, 2013; NEPA trial before Judge John Kronstadt was held on February 24, 2014. Judge Fruin denied Petitioner's CEQA claims and issued a judgment for MTA. In an order issued on May 29, 2014, Judge Kronstadt identified one flaw in the FEIS and issued an injunction to prevent construction. MTA and FTA admitted an SEIS and the court dissolved the injunction. Petitioner filed appeals in the CEQA & NEPA cases. Judgment for MTA in CEQA was affirmed by Court of Appeal on July 9, 2015. Oral argument before 9 th Circuit in NEPA appeal will be held August 1, 2016.
Today's IV, Inc. dba Westin Bonaventure Hotel and Suites v. MTA	BS137540 CV13-0378		Petitioner alleges that there is no substantial evidence in the record to support MTA's refusal to significantly reduce and eliminate significant unmitigated impacts to traffic, building access/egress, increased risk of structural instability to tall buildings, increased noise, air emissions and other health risks from open trench work, and increased safety risks, all of which negatively impact the Financial District on Flower Street.	NEPA trial before Judge John Kronstadt was held on February 24, 2014. CEQA trial before Judge Richard Fruin held on May 14-15, 2014. In an order issued on May 29, 2014, Judge Kronstadt identified one flaw in the FEIS and issued an injunction to prevent construction. MTA and FTA admitted an SEIS and the court

				dissolved the injunction. Judge Fruin denied Petitioner's CEQA claims and a judgment will be issued for MTA. Petitioner filed appeals in the CEQA & NEPA cases. Court of Appeal affirmed judgment for MTA. NEPA appeal oral argument in 9 th Circuit will be on August 1, 2016.
Today's Iv. Inc. v. MTA	BS160846		Petitioner alleges that Metro is not maintaining access to the hotel and complying with applicable noise standards in violation of the MMRP.	Petitioner's application for a TRO was denied; discovery is ongoing.
City of Beverly Hills v. MTA	BS144164		Petitioner alleges that Metro accelerated funding for the subway without CEQA clearance.	Case is currently on hold pending the Federal District Court's ruling regarding the appropriate remedy in NEPA litigation by the City and BHUSD against FTA.
Wheelchair-Disability Discrimination Cases				
CASE NAME	CASE NUMBER	GRANT NUMBER	NARRATIVE	CASE STATUS
Oudy Wall v. MTA	BC591538			Motion for Judgment on the Pleadings was denied. FSC set for November 22, 2016, and trial set for December 6, 2016. MSJ hearing date reserved for October 26, 2016. Will file MSJ August 12, 2016.
Maria Reyes v. MTA	BC582636			On February 16, 2016, the federal court remanded case back to state court after the judge granted MTA's Motion for Judgment on the Pleadings ("MJOP") with regard to federal claims, but denied the MJOP as to plaintiff's state claims. CMC set for August 5, 2016. Will schedule hearing date for MJOP.

FTA-Funded Excess Real Property and ALAP Parcels Utilization Report

June 30, 2016

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

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

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

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

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

This site has been turned over to the Westside Subway Project for construction Metro Purple Line extension's Wilshire/La Brea Station.

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 with respect to the Metro Purple Line extension project.

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

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

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

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

Metro issued a Request for Interest and Qualifications (“**RFIQ**”) to the development community with respect to the development of this site and other nearby Metro-owned parcels in North Hollywood (including Parcels C3-825 and C3-826 at the southwest corner of Lankershim and Chandler). Submittals in response to the RFIQ were received on June 2, 2015. From these submittals, Metro created a shortlist of qualified developers. These developers were Trammell Crow Company (“**TCC**”) and Greenland USA (“**Greenland**”). On December 4, 2015, Metro issued a development Request for Proposals (“**RFP**”) to the shortlisted developers. The RFP included development guidelines adopted by the Metro Board after an extensive Metro-led stakeholder engagement process. Metro received one proposal in response to the RFP, which was submitted jointly by the short-listed developers. Metro staff reviewed the proposal and, in accordance with Metro Board approval received on June 23, 2016, elected to enter into a Short Term Exclusive Negotiation Agreement and Planning Document (“**Short Term ENA**”) with the TCC/Greenland team. Under the Short Term ENA, the developer will refine their project proposal, working with community stakeholders and Metro Operations, to ensure that it balances financial feasibility with the project’s vision and intent.

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

This vacant site, situated across Lankershim and Chandler from the Metro Red Line’s North Hollywood Station site and across Chandler from the Metro Orange Line’s North Hollywood Station site, is one of the “other nearby Metro-owned parcels” included as part of the North Hollywood Station Short Term ENA detailed above in the update for North Hollywood Station.

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

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

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

Phase B of the project will be constructed on the 1.8-acre Westlake/MacArthur Park Station site. This site contains an at-grade public plaza, subway portals and a parking/kiss-and-ride lot. The contemplated Phase B project includes the construction of 82 affordable apartments, 6,000 to 12,000 sq. ft. of retail space, an 83 space parking

structure, closure of the parking/kiss-and-ride lot, closure of one of the existing subway portals and construction of a replacement subway portal at Westlake Avenue.

Metro and a McCormack Baron Salazar development entity (“MBS”) entered into a Second Revised, Amended and Restated Joint Development Agreement (“Revised JDA”) on June 27, 2016. Under the Revised JDA, MBS will secure all funding necessary to complete the project, Metro will complete its review of the proposed project’s design, and the parties will finalize negotiation of the ground lease and other development documents. Execution of the Revised JDA follows expiration of the prior JDA in December 2013 that resulted from a funding gap that came to light late in the project’s design process and could not be closed by MBS in a timely manner. Since then, MBS has presented a more-viable funding plan for Phase B, and following consultations with the FTA and reevaluation of the interrelated nature of the two-phased project and Metro’s developer selection process, Metro elected to proceed with MBS as the Phase B developer.

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

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

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

Metro and its urban design consultant team commenced community outreach for this site in February 2016. As of the end of the quarter, two site-specific, community charrettes had been completed and Metro’s engagement with stakeholders, including local residents, business owners, property owners, community organizations, and public agencies, is expected to continue through the summer and fall of 2016. The input received during this outreach and engagement process will inform the content of development guidelines for this site. Staff anticipates seeking Metro Board adoption of these guidelines in early 2017, and once adopted, they will be included as part of a development RFP for the site that will be issued as part of a competitive procurement.

At present, the vacant portion of this site is used as parking for workers constructing the project on the southwest corner of 1st/Boyle and as vendor and customer parking for a farmer’s market held twice a week on Bailey Street. Portions of Mariachi Plaza are also used to support the farmer’s market.

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

This 0.14-acre vacant lot, situated across Bailey Street from the Mariachi Plaza Station site, is included as part of the outreach and engagement effort for the Mariachi Plaza Station site. (See the update for Mariachi Plaza Station, above, for details.) Currently, this site is leased to a local business for customer parking.

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

Metro and Bridge Housing Corporation/East LA Community Corporation (“**Bridge/ELACC**”) are now parties to an 18-month Exclusive Negotiation Agreement and Planning Document (“**ENA**”) with respect to development of a portion of the 1.24-acre Soto Station site. The Metro Board approved execution of the 18-month ENA in March 2016. This ENA follows an “interim” ENA that allowed Bridge/ELACC to commence community outreach and collect stakeholder and Metro input with respect to the team’s original development proposal.

Outreach under the “interim” ENA and consultations with Metro staff led to changes in the originally proposed project scope, as follows:

- The Los Lirios affordable family apartment project proposed for the developable portion of the station site has been changed from 49 apartments over 12,000 sq. ft. of ground floor commercial space to 65 apartments over 5,000 sq. ft. of ground floor commercial space; and
- Elimination of the 39-unit affordable senior apartment/3,900 sq. ft. commercial space project proposed for 0.29-acres of Metro-owned property and an adjoining, 0.15-acre, privately-held parcel located across Soto Street from the station. Instead, a historic structure (the Peabody/Werden Historic Home) has been relocated to Metro’s 0.29-acre site to house community space previously proposed for the Los Lirios project, along with other community uses.

The 18-month ENA will allow the parties to conduct additional outreach, explore project feasibility more completely, advance project design, complete project-related CEQA requirements and negotiate JDA and ground lease terms and conditions.

The Bridge/ELACC team was selected via a competitive procurement process to explore development of Metro’s Soto Station sites in March 2015.

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**”) are now parties to an ENA to explore the feasibility of constructing and operating a mixed-use, transit-oriented development on this site. The proposed development will contain 49 apartments (24 of which will provide supportive housing for veterans) and approximately 10,000 square

feet of retail space. Community outreach has been completed and the project has been approved by the Boyle Heights Neighborhood Council and the Metro-established Boyle Heights Design Review Advisory Committee. In March 2016, the City of Los Angeles cleared the project under CEQA and approved its entitlements. This action was appealed, however, and the appeal continues to be under review by the City. In light of the appeal, Metro and ACOF extended the term of the ENA to July 2017. The extended term will allow for resolution of the appeal, finalization of project design and completion of JDA and ground lease negotiations, before proceeding to the Metro Board for approval to move forward with the project under the JDA and ground lease.

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

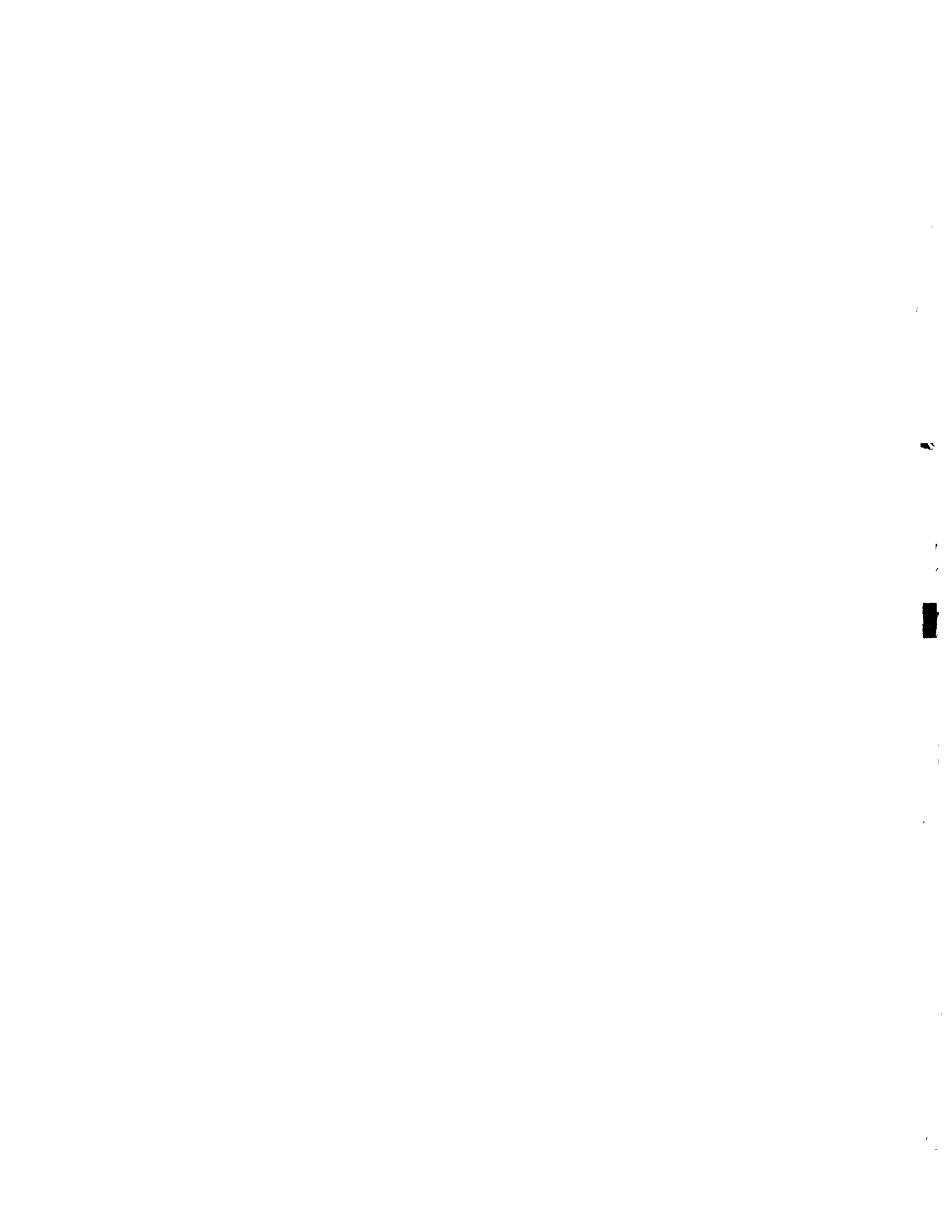
Metro and Abode Communities (“**Abode**”) are now parties to an 18-month ENA with respect to Abode’s proposal to develop Metro’s 1.96-acre Cesar E. Chavez/Soto site with a 77-unit affordable family apartment project over 8,500 sq. ft. of ground floor commercial space. This ENA was executed in accordance with Metro Board authority received in December 2015. The 18-month ENA follows an “interim” ENA that allowed Abode to commence community outreach and collect stakeholder and Metro input with respect to the team’s original development proposal. The 18-month ENA will allow the parties to further explore the project’s feasibility, advance its design, complete all project-related CEQA requirements and negotiate the terms and conditions of a JDA and ground lease providing for the project’s construction and operation. In addition, Abode will continue to engage the community and refine the project’s affordability mix and ground floor retail uses. Metro has procured an urban design consultant team to facilitate further community engagement and the design review process. The Boyle Heights Design Review Advisory Committee recommended proceeding with the project. This recommendation follows last quarter’s recommendation from the Boyle Heights Neighborhood Council to proceed with the full, 18-month ENA.

Abode was selected via a competitive procurement process for development of the Cesar E. Chavez/Soto site in March 2015.

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

Metro and its urban design consultant team commenced community outreach and design charrettes for this site in April 2016 and completed two site-specific, community charrettes before the end of the quarter. Metro’s engagement with stakeholders, including local residents, business owners, property owners, community organizations, and public agencies, is expected to continue through summer and fall of 2016. The input received during this outreach and engagement process will inform the content of development guidelines for this site. Staff anticipates seeking Metro Board adoption of these guidelines in early 2017, and once adopted, they will be included as part of a development RFP for the site that will be issued as part of a competitive procurement.

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



**METRO OPERATIONS
PERFORMANCE REPORT**

Los Angeles County
Metropolitan Transportation Authority
California

OPERATIONS MONTHLY PERFORMANCE REPORT

JUNE 2016



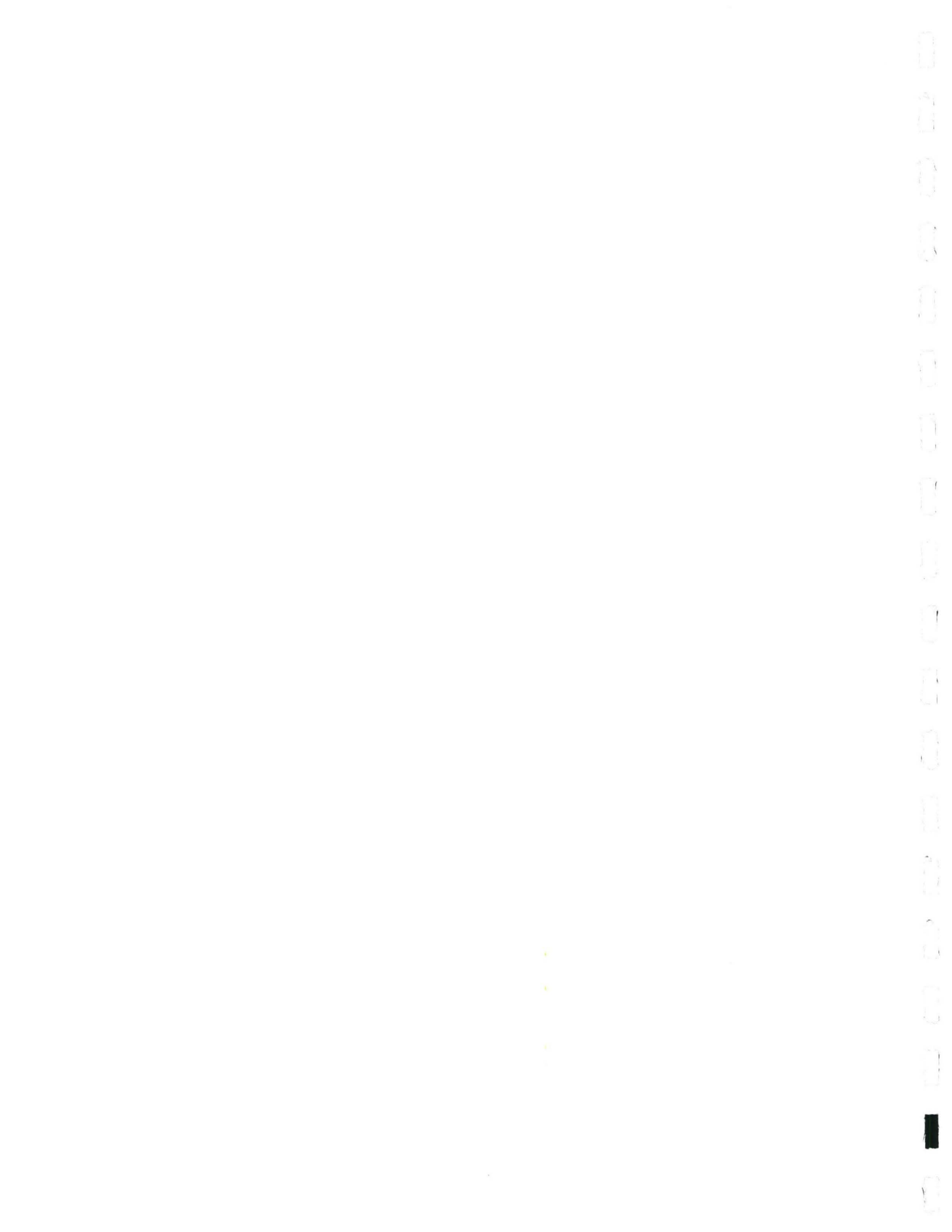


Table of Contents

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

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 (Closed); Division 7 in West Hollywood; Division 8 in Chatsworth; Division 9 in El Monte; Division 10 in Los Angeles; Division 13 in Los Angeles; Division 15 in Sun Valley; and Division 18 in Carson. Metro Bus systemwide is responsible for the operation of approximately 2,490 Metro buses and 144 Metro Bus lines carrying nearly 395.5 million boarding passengers each year. Metro bus also operates the Orange and Silver Lines.

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

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

Measurement	FY 2013	FY 2014	FY 2015	FY 2016 Target	FY 2016 YTD	FYTD Status	Apr Month	May Month	Jun Month
Bus Systemwide									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)	3,827	4,163	4,710	4,680	5,043	●	5,073	5,199	5,156
No. of unaddressed road calls	15	42	40	-	115	-	19	12	1
Mean Miles Between Total Road Calls (MMBTRC) **	2,443	2,962	3,369	3,359	3,870	●	3,984	4,127	4,156
Bus Traffic Accidents Per 100,000 Miles	3.65	3.61	3.83	3.67	4.26	●	5.30	4.25	3.96
Number of "482 alleged accidents"	214	219	230	-	231	-	22	24	17
Complaints per 100,000 Boardings	3.39	3.77	3.78	3.91	4.27	●	4.74	4.22	4.45
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	16.80	18.34	17.50	16.83	15.89	●	13.91	15.98	14.11
In-Service On-time Performance - Early	4.66%	4.64%	4.00%	2.00%	4.09%	●	4.69%	4.51%	4.65%
In-Service On-time Performance - Late	19.51%	19.21%	20.65%	18.00%	22.36%	●	23.54%	21.92%	21.69%
In-Service On-time Performance - OnTime	75.84%	76.14%	75.35%	80.00%	73.55%	●	71.78%	73.57%	73.67%
Bus Directly Operated									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)	3,827	3,961	4,482	4,529	4,818	●	4,865	5,110	4,939
No. of unaddressed road calls	15	42	40	-	115	-	19	12	1
Mean Miles Between Total Road Calls (MMBTRC) **	2,443	2,863	3,271	3,311	3,761	●	3,829	3,923	3,992
Bus Traffic Accidents Per 100,000 Miles	3.65	3.57	3.77	3.69	4.20	●	4.88	4.17	3.91
Number of "482 alleged accidents"	214	219	230	-	231	-	22	24	17
Complaints per 100,000 Boardings	3.15	3.64	3.63	3.59	4.13	●	4.54	4.07	4.20
New Reported Workers' Compensation Claims	16.80	18.34	17.50	16.83	15.89	●	13.91	15.98	14.11
In-Service On-time Performance - Early	4.69%	5.01%	4.29%	2.00%	4.34%	●	5.00%	4.75%	4.93%
In-Service On-time Performance - Late	19.49%	18.84%	20.68%	18.00%	22.57%	●	23.73%	22.10%	21.94%
In-Service On-time Performance - OnTime	75.82%	76.15%	75.03%	80.00%	73.09%	●	71.27%	73.15%	73.13%
Bus Purchased Transportation									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)	0	11,120	12,302	7,500	10,754	●	9,302	6,384	9,654
No. of unaddressed road calls	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Mean Miles Between Total Road Calls (MMBTRC) **	0	5,164	5,267	4,000	5,778	●	7,001	9,261	7,376
Bus Traffic Accidents Per 100,000 Miles	0.00	4.04	4.56	3.48	4.96	●	9.68	5.17	4.42
Number of "482 alleged accidents"	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Complaints per 100,000 Boardings	0.00	6.44	6.89	10.00	7.29	●	9.01	7.39	9.59
New Reported Workers' Compensation Claims	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
In-Service On-time Performance - Early	0.73%	0.52%	0.70%	2.00%	1.07%	●	1.14%	1.52%	1.23%
In-Service On-time Performance - Late	22.06%	23.35%	20.29%	18.00%	19.87%	●	21.38%	19.67%	18.66%
In-Service On-time Performance - OnTime	77.22%	76.13%	79.01%	80.00%	79.06%	●	77.48%	78.81%	80.11%

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Measurement	FY 2013	FY 2014	FY 2015	FY 2016 Target	FY 2016 YTD	FYTD Status	Apr Month	May Month	Jun Month
Division 1									
Mean Miles Between Mechanical Failures	3,539	3,649	3,099	3,141	3,590	●	4,089	4,648	4,080
No. of unaddressed road calls	0	0	18	-	45	-	10	10	1
Mean Miles Between Total Road Calls (MMBTRC)**	1,915	2,077	2,058	2,083	2,795	●	3,135	3,486	3,173
Bus Traffic Accidents Per 100,000 Miles	3.71	3.94	4.18	4.02	5.00	●	6.38	6.57	4.26
Number of "482 alleged accidents"	23	25	42	-	39	-	5	3	3
Complaints per 100,000 Boardings	2.37	2.72	2.92	2.90	3.86	●	4.28	3.21	3.29
New Reported Workers' Compensation Claims	16.95	19.57	16.40	15.56	14.12	●	12.82	18.16	15.88
In-Service On-time Performance - Early	4.59%	4.54%	3.88%	2.00%	4.17%	●	4.89%	4.76%	4.31%
In-Service On-time Performance - Late	15.85%	17.69%	21.47%	18.00%	25.83%	●	26.54%	23.88%	24.68%
In-Service On-time Performance - OnTime	79.56%	77.77%	74.65%	80.00%	70.00%	●	68.57%	71.36%	71.02%
Division 2									
Mean Miles Between Mechanical Failures	2,993	3,151	3,461	3,469	5,297	●	6,517	6,435	7,296
No. of unaddressed road calls	8	1	2	-	2	-	0	1	0
Mean Miles Between Total Road Calls (MMBTRC)**	1,892	2,251	2,360	2,388	3,652	●	4,697	4,144	5,727
Bus Traffic Accidents Per 100,000 Miles	4.31	4.25	4.24	4.10	4.50	●	6.90	4.39	4.13
Number of "482 alleged accidents"	16	24	25	-	16	-	2	4	0
Complaints per 100,000 Boardings	2.04	2.40	2.20	2.14	2.56	●	3.05	2.68	2.36
New Reported Workers' Compensation Claims	20.29	21.72	20.68	19.90	23.74	●	35.65	11.05	14.06
In-Service On-time Performance - Early	5.24%	4.71%	4.96%	2.00%	4.70%	●	4.65%	3.94%	4.35%
In-Service On-time Performance - Late	20.74%	19.17%	20.79%	18.00%	23.22%	●	25.29%	23.57%	22.14%
In-Service On-time Performance - OnTime	74.02%	76.12%	74.26%	80.00%	72.08%	●	70.07%	72.49%	73.51%
Division 3									
Mean Miles Between Mechanical Failures	3,446	4,614	5,599	5,664	5,230	●	4,614	5,602	4,744
No. of unaddressed road calls	2	3	3	-	1	-	0	0	0
Mean Miles Between Total Road Calls (MMBTRC)	2,575	3,732	3,924	3,948	4,347	●	3,649	4,455	3,808
Bus Traffic Accidents Per 100,000 Miles	3.86	4.47	4.67	4.57	5.34	●	7.34	5.30	5.54
Number of "482 alleged accidents"	28	7	2	-	15	-	2	0	6
Complaints per 100,000 Boardings	3.22	3.70	3.81	3.75	4.18	●	4.44	3.87	3.89
New Reported Workers' Compensation Claims	13.24	15.09	14.16	12.21	18.69	●	11.18	30.21	16.62
In-Service On-time Performance - Early	5.18%	6.18%	5.64%	2.00%	5.35%	●	6.43%	6.67%	6.00%
In-Service On-time Performance - Late	18.72%	18.69%	19.95%	18.00%	21.87%	●	23.00%	19.70%	20.68%
In-Service On-time Performance - OnTime	76.10%	75.12%	74.41%	80.00%	72.78%	●	70.57%	73.63%	73.32%
Division 5									
Mean Miles Between Mechanical Failures	3,428	3,954	5,383	5,428	5,922	●	4,907	5,918	6,197
No. of unaddressed road calls	0	3	3	-	4	-	2	0	0
Mean Miles Between Total Road Calls (MMBTRC)	2,211	2,731	3,838	3,878	4,752	●	4,270	5,111	5,999
Bus Traffic Accidents Per 100,000 Miles	4.49	4.81	4.88	4.74	4.69	●	4.65	3.38	4.26
Number of "482 alleged accidents"	36	37	37	-	35	-	0	6	0
Complaints per 100,000 Boardings	2.41	2.92	2.84	2.82	3.53	●	3.86	3.26	2.94
New Reported Workers' Compensation Claims	21.74	17.88	17.28	16.13	17.95	●	10.75	18.76	13.59
In-Service On-time Performance - Early	5.78%	6.05%	5.05%	2.00%	5.32%	●	6.52%	6.02%	6.88%
In-Service On-time Performance - Late	18.33%	19.11%	20.62%	18.00%	22.03%	●	22.11%	21.45%	20.26%
In-Service On-time Performance - OnTime	75.89%	74.84%	74.32%	80.00%	72.65%	●	71.37%	72.54%	72.86%
Division 6									
Mean Miles Between Mechanical Failures	11,013	7,017	10,370	10,689	11,087	●	0	0	0
No. of unaddressed road calls	0	0	0	-	0	-	0	0	0
Mean Miles Between Total Road Calls (MMBTRC)	3,726	2,861	4,093	4,179	4,891	●	0	0	0
Bus Traffic Accidents Per 100,000 Miles	7.08	4.75	5.14	5.12	5.01	●	0.00	0.00	0.00
Number of "482 alleged accidents"	0	1	3	-	3	-	0	0	0
Complaints per 100,000 Boardings	2.34	4.29	5.34	5.05	5.66	●	0.00	0.00	0.00
New Reported Workers' Compensation Claims	11.46	35.33	20.22	20.15	22.38	●	0.00	0.00	0.00
In-Service On-time Performance - Early	4.43%	7.83%	4.56%	2.00%	4.89%	●	0.00%	0.00%	0.00%
In-Service On-time Performance - Late	20.31%	16.73%	23.34%	18.00%	26.84%	●	0.00%	0.00%	0.00%
In-Service On-time Performance - OnTime	75.26%	75.44%	72.10%	80.00%	68.27%	●	0.00%	0.00%	0.00%

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Measurement	FY 2013	FY 2014	FY 2015	FY 2016 Target	FY 2016 YTD	FYTD Status	Apr Month	May Month	Jun Month
Division 7									
Mean Miles Between Mechanical Failures	3,394	3,453	5,913	6,027	5,078	●	5,590	5,565	5,353
No. of unaddressed road calls	0	2	2	-	0	-	0	0	0
Mean Miles Between Total Road Calls (MMBTRC)	1,980	2,423	4,216	4,316	3,995	●	4,285	4,717	4,220
Bus Traffic Accidents Per 100,000 Miles	4.06	4.60	4.59	4.50	4.64	●	5.45	4.35	4.74
Number of "482 alleged accidents"	27	12	12	-	23	-	4	1	0
Complaints per 100,000 Boardings	3.13	3.32	3.28	3.23	3.86	●	4.99	4.18	4.02
New Reported Workers' Compensation Claims	12.82	13.74	11.36	11.00	11.39	●	6.45	14.95	12.61
In-Service On-time Performance - Early	4.95%	5.32%	4.28%	2.00%	4.41%	●	5.22%	5.17%	5.24%
In-Service On-time Performance - Late	23.09%	22.71%	24.09%	18.00%	25.25%	●	26.25%	23.98%	24.68%
In-Service On-time Performance - OnTime	71.96%	71.98%	71.64%	80.00%	70.34%	●	68.53%	70.85%	70.08%
Division 8									
Mean Miles Between Mechanical Failures	5,957	5,292	5,623	5,766	5,316	●	5,005	5,538	5,744
No. of unaddressed road calls	2	21	0	-	29	-	3	1	0
Mean Miles Between Total Road Calls (MMBTRC)	4,348	4,717	4,979	5,051	4,754	●	4,376	5,207	4,767
Bus Traffic Accidents Per 100,000 Miles	2.14	1.86	2.02	2.05	2.47	●	3.45	2.58	2.57
Number of "482 alleged accidents"	9	10	8	-	20	-	2	1	2
Complaints per 100,000 Boardings	3.77	4.30	3.42	3.35	4.40	●	4.14	4.72	4.15
New Reported Workers' Compensation Claims	14.80	18.34	17.88	17.88	18.38	●	14.07	27.72	19.59
In-Service On-time Performance - Early	3.95%	3.97%	3.21%	2.00%	3.27%	●	3.95%	4.04%	5.34%
In-Service On-time Performance - Late	16.23%	12.38%	12.05%	18.00%	13.66%	●	16.80%	16.17%	13.36%
In-Service On-time Performance - OnTime	79.82%	83.65%	84.74%	80.00%	83.06%	●	79.25%	79.79%	81.30%
Division 9									
Mean Miles Between Mechanical Failures	5,109	4,366	5,141	5,091	5,806	●	5,305	5,726	5,277
No. of unaddressed road calls	2	4	0	-	17	-	0	0	0
Mean Miles Between Total Road Calls (MMBTRC)	4,100	4,100	4,104	4,115	4,045	●	3,242	3,758	3,806
Bus Traffic Accidents Per 100,000 Miles	2.30	2.22	2.23	2.17	2.46	●	2.89	1.98	1.94
Number of "482 alleged accidents"	17	25	12	-	6	-	1	1	1
Complaints per 100,000 Boardings	5.08	5.33	5.88	5.86	6.66	●	7.43	6.20	7.39
New Reported Workers' Compensation Claims	18.34	25.80	24.72	23.94	17.66	●	13.05	17.29	15.18
In-Service On-time Performance - Early	4.35%	5.65%	5.01%	2.00%	4.03%	●	4.03%	3.95%	3.86%
In-Service On-time Performance - Late	19.61%	18.80%	19.98%	18.00%	20.59%	●	21.63%	20.82%	19.69%
In-Service On-time Performance - OnTime	76.04%	75.55%	75.00%	80.00%	75.38%	●	74.34%	75.23%	76.45%
Division 10									
Mean Miles Between Mechanical Failures	2,999	2,931	2,961	2,995	3,478	●	3,621	3,481	2,974
No. of unaddressed road calls	0	5	2	-	3	-	0	0	0
Mean Miles Between Total Road Calls (MMBTRC)	1,947	2,145	2,343	2,373	2,746	●	3,528	2,724	2,711
Bus Traffic Accidents Per 100,000 Miles	4.82	3.92	4.61	4.57	5.26	●	4.69	6.03	4.89
Number of "482 alleged accidents"	10	20	29	-	21	-	0	4	1
Complaints per 100,000 Boardings	2.59	2.93	2.95	2.89	3.22	●	3.92	3.37	3.06
New Reported Workers' Compensation Claims	18.73	16.74	24.23	24.12	16.47	●	15.55	12.91	15.32
In-Service On-time Performance - Early	4.54%	5.00%	4.12%	2.00%	4.83%	●	6.74%	5.65%	5.35%
In-Service On-time Performance - Late	23.70%	23.13%	24.39%	18.00%	25.68%	●	26.31%	24.63%	27.19%
In-Service On-time Performance - OnTime	71.76%	71.87%	71.49%	80.00%	69.49%	●	66.95%	69.73%	67.47%
Division 13									
Mean Miles Between Mechanical Failures	N/A	N/A	N/A	N/A	5,123	N/A	6,082	5,030	3,623
No. of unaddressed road calls	N/A	N/A	N/A	-	0	-	0	0	0
Mean Miles Between Total Road Calls (MMBTRC) **	N/A	N/A	N/A	N/A	3,696	N/A	5,322	4,072	2,838
Bus Traffic Accidents Per 100,000 Miles	N/A	N/A	N/A	N/A	7.54	N/A	10.57	9.36	4.11
Number of "482 alleged accidents"	0	0	0	-	1	-	0	0	1
Complaints per 100,000 Boardings	N/A	N/A	N/A	N/A	4.32	N/A	2.98	3.80	6.36
New Reported Workers' Compensation Claims	N/A	N/A	N/A	N/A	4.72	N/A	0.00	0.00	6.75
In-Service On-time Performance - Early	N/A	N/A	N/A	N/A	5.61%	N/A	5.84%	5.54%	6.04%
In-Service On-time Performance - Late	N/A	N/A	N/A	N/A	23.85%	N/A	24.51%	20.37%	24.65%
In-Service On-time Performance - OnTime	N/A	N/A	N/A	N/A	70.54%	N/A	69.64%	74.09%	69.31%

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Division 15									
Mean Miles Between Mechanical Failures	4,285	4,210	4,133	4,235	4,344	●	4,393	4,633	4,630
No. of unaddressed road calls	0	0	9	-	13	-	4	0	0
Mean Miles Between Total Road Calls (MMBTRC)	2,984	3,552	3,485	3,544	3,887	●	3,844	3,655	4,143
Bus Traffic Accidents Per 100,000 Miles	3.25	3.19	3.12	3.04	4.00	●	4.09	3.77	4.50
Number of "482 alleged accidents"	18	23	19	-	15	-	2	0	1
Complaints per 100,000 Boardings	3.26	4.27	4.47	4.46	4.83	●	4.98	4.83	5.23
New Reported Workers' Compensation Claims	12.97	13.26	13.50	12.90	13.92	●	19.42	14.64	12.76
In-Service On-time Performance - Early	3.68%	4.19%	3.71%	2.00%	3.83%	●	3.56%	3.54%	4.26%
In-Service On-time Performance - Late	18.86%	17.71%	18.74%	18.00%	21.40%	●	22.27%	21.20%	19.94%
In-Service On-time Performance - OnTime	77.46%	78.10%	77.55%	80.00%	74.78%	●	74.17%	75.26%	75.80%
Division 18									
Mean Miles Between Mechanical Failures	3,712	4,425	5,168	5,185	5,138	●	5,495	4,891	5,699
No. of unaddressed road calls*	1	3	1	-	1	-	0	0	0
Mean Miles Between Total Road Calls (MMBTRC)	2,024	2,558	3,176	3,206	3,634	●	4,058	3,543	4,041
Bus Traffic Accidents Per 100,000 Miles	4.04	3.43	4.12	4.03	4.61	●	4.17	4.14	3.53
Number of "482 alleged accidents"	30	35	41	-	37	-	4	4	2
Complaints per 100,000 Boardings	3.79	4.45	4.31	4.27	4.26	●	4.52	4.46	5.11
New Reported Workers' Compensation*	19.28	19.15	15.30	14.90	10.47	●	6.22	2.08	10.43
In-Service On-time Performance - Early	4.82%	4.99%	4.00%	2.00%	3.97%	●	4.64%	4.30%	4.02%
In-Service On-time Performance - Late	20.97%	20.14%	24.37%	18.00%	25.19%	●	25.32%	23.58%	24.05%
In-Service On-time Performance - OnTime	74.21%	74.87%	71.63%	80.00%	70.84%	●	70.04%	72.12%	71.94%
Division 95									
Mean Miles Between Mechanical Failures	0	14,936	18,327	7,500	48,943	●	61,603	91,518	45,226
No. of unaddressed road calls*	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Mean Miles Between Total Road Calls (MMBTRC)	0	7,636	6,602	4,000	21,806	●	20,534	22,880	20,101
Bus Traffic Accidents Per 100,000 Miles	0.00	3.16	4.94	3.48	3.54	●	8.12	3.82	2.21
Number of "482 alleged accidents"	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Complaints per 100,000 Boardings	0.00	7.17	7.59	10.00	6.45	●	8.19	6.31	7.73
New Reported Workers' Compensation*	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
In-Service On-time Performance - Early	0.47%	0.48%	0.27%	2.00%	0.58%	●	0.45%	0.42%	0.72%
In-Service On-time Performance - Late	22.63%	23.04%	19.90%	18.00%	20.05%	●	23.05%	19.33%	17.11%
In-Service On-time Performance - OnTime	76.89%	76.48%	79.83%	80.00%	79.38%	●	76.49%	80.25%	82.17%
Division 97									
Mean Miles Between Mechanical Failures	0	8,082	8,154	7,500	5,980	●	4,524	5,050	4,105
No. of unaddressed road calls*	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Mean Miles Between Total Road Calls (MMBTRC)	0	4,188	4,301	4,000	4,399	●	4,871	5,853	4,973
Bus Traffic Accidents Per 100,000 Miles	0.00	5.25	4.38	3.48	4.83	●	6.71	3.88	5.03
Number of "482 alleged accidents"	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Complaints per 100,000 Boardings	0.00	7.04	8.18	10.00	8.56	●	10.54	7.16	13.00
New Reported Workers' Compensation*	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
In-Service On-time Performance - Early	0.80%	0.38%	0.82%	2.00%	0.77%	●	0.65%	0.92%	0.86%
In-Service On-time Performance - Late	22.83%	26.27%	23.32%	18.00%	20.03%	●	19.43%	19.15%	19.18%
In-Service On-time Performance - OnTime	76.37%	73.35%	75.85%	80.00%	79.20%	●	79.93%	79.94%	79.96%
Division 98									
Mean Miles Between Mechanical Failures	0	14,548	22,149	7,500	16,131	●	19,364	4,339	216,978
No. of unaddressed road calls*	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Mean Miles Between Total Road Calls (MMBTRC)	0	4,837	6,079	4,000	4,435	●	6,656	11,418	7,749
Bus Traffic Accidents Per 100,000 Miles	0.00	3.38	4.41	3.48	6.57	●	14.55	7.84	5.53
Number of "482 alleged accidents"	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Complaints per 100,000 Boardings	0.00	4.66	4.11	10.00	6.21	●	7.63	8.63	6.52
New Reported Workers' Compensation*	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
In-Service On-time Performance - Early	0.92%	0.79%	0.91%	2.00%	1.83%	●	2.43%	3.11%	2.06%
In-Service On-time Performance - Late	20.05%	19.12%	16.62%	18.00%	19.53%	●	22.44%	20.56%	19.20%
In-Service On-time Performance - OnTime	79.02%	80.09%	82.47%	80.00%	78.64%	●	75.14%	76.33%	78.74%

*Data not available for Purchased Transportation

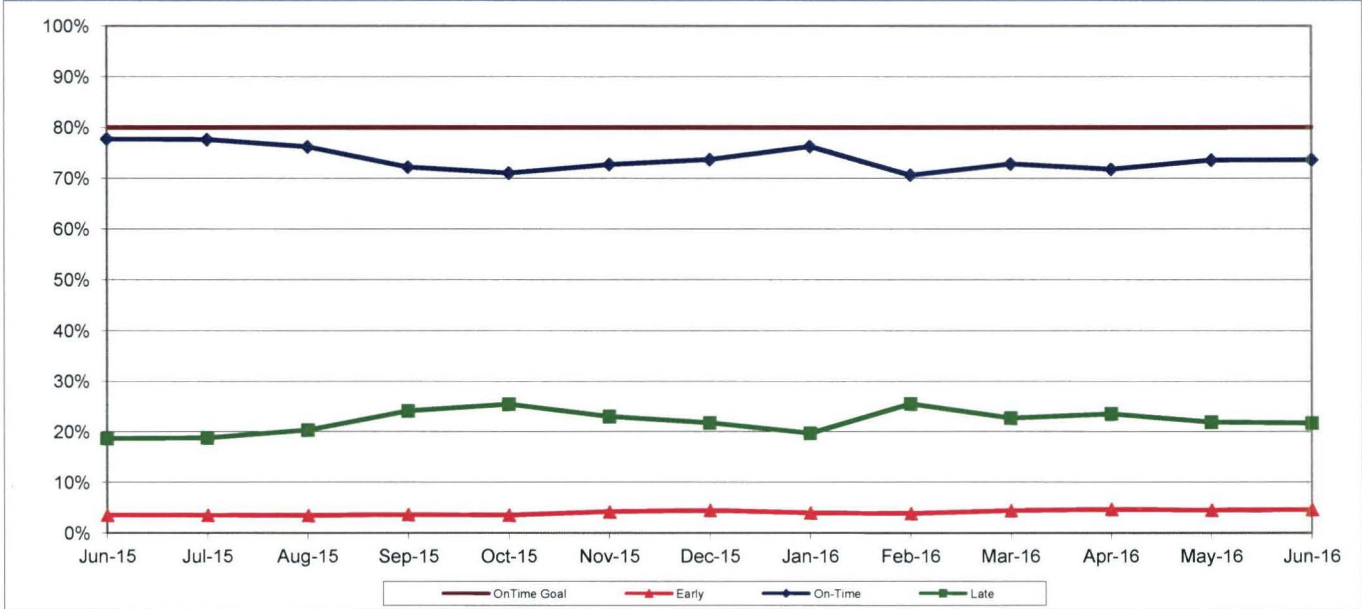
- Green - High probability of achieving the target (on track). Meets Target at 100% or better.
- Yellow - Uncertain if the target will be achieved -- slight problems, delays or management issues. Falls below Target 70 - 99%.
- Red - High probability that the target will not be achieved -- significant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

BUS SERVICE PERFORMANCE IN-SERVICE ON-TIME PERFORMANCE

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

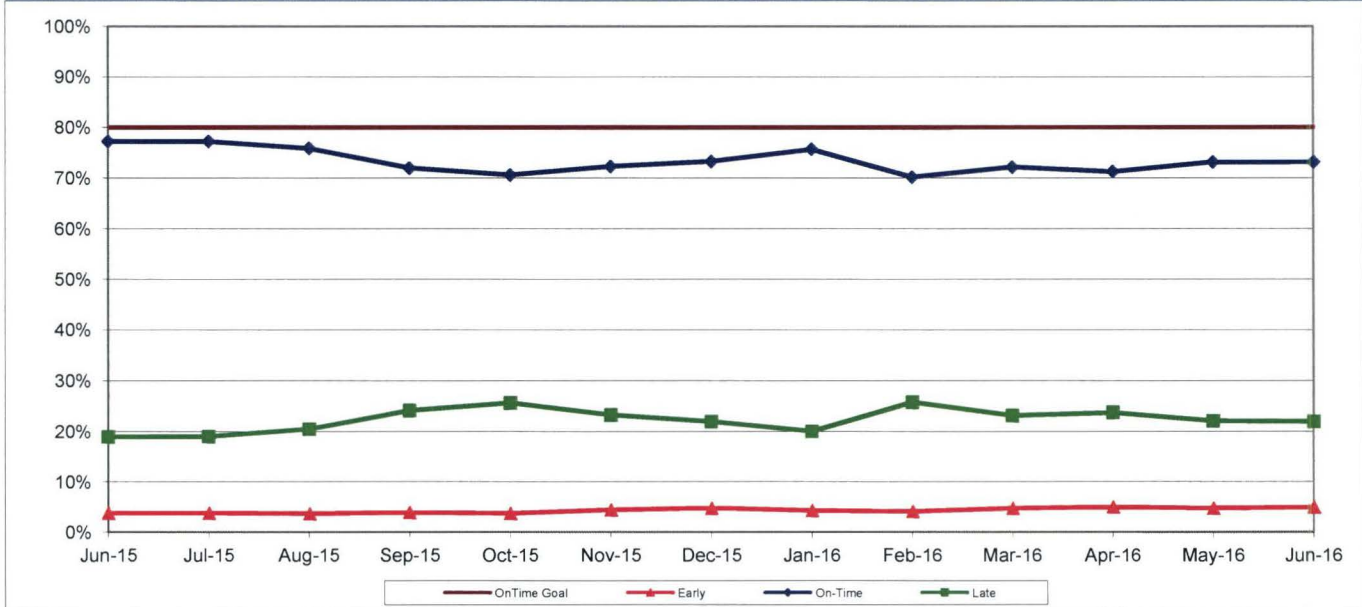
Calculation: ISOTP%: Early = Early Cases/Total Cases; OnTime = OnTime Cases/Total Cases; Late = Late Cases/Total Cases

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



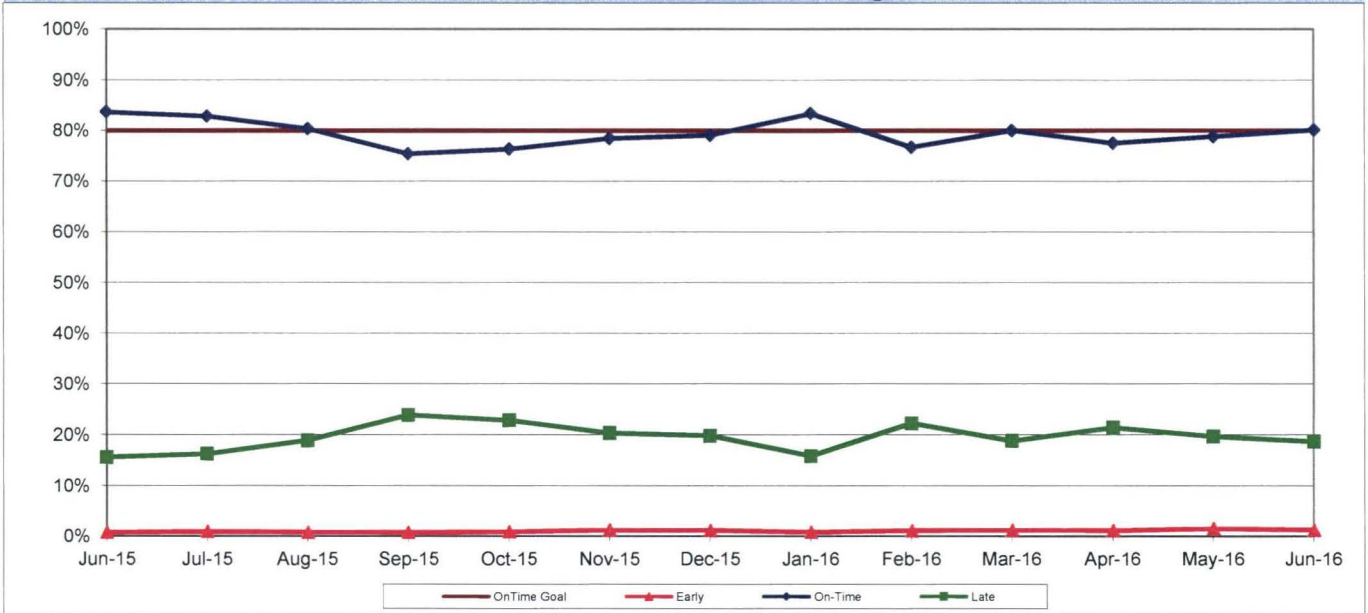
Remaining Above the Goal line is the target.

Directly Operated ISOTP - 1 Minute Tolerance for Running Hot

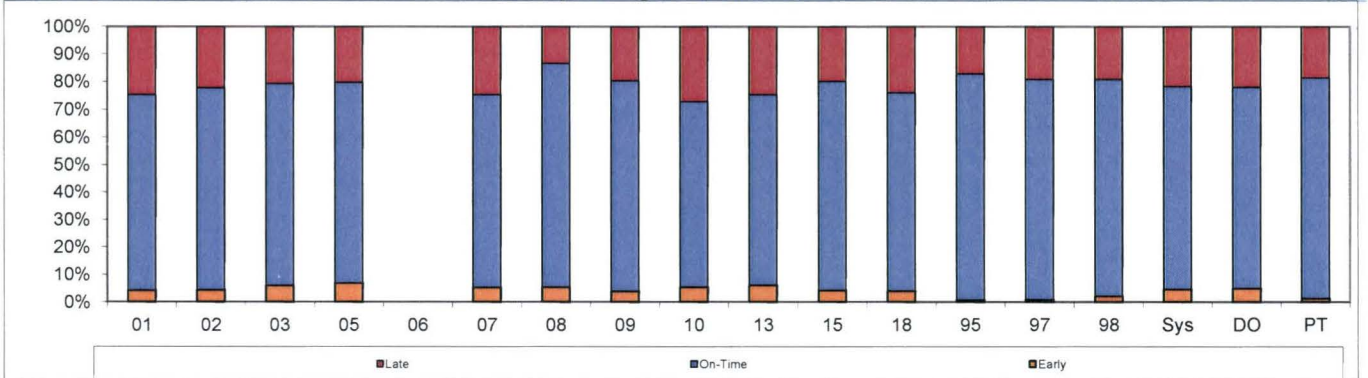


Remaining Above the Goal line is the target.

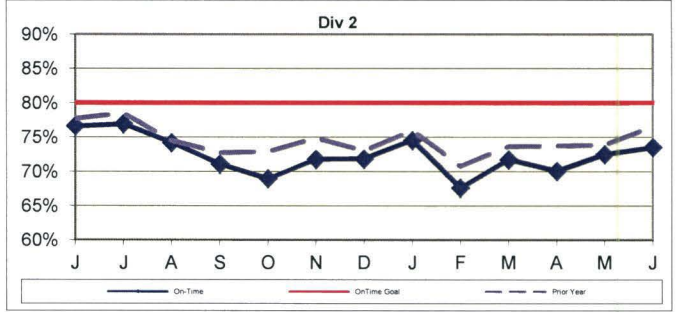
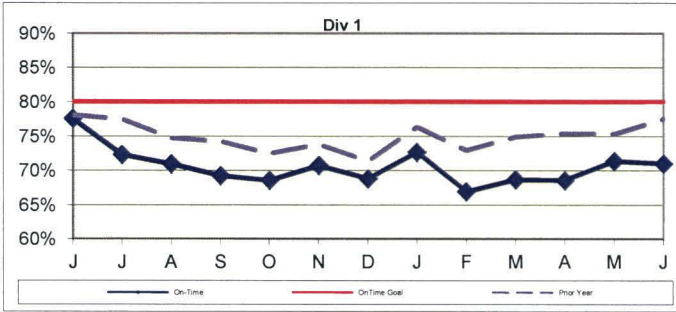
**Purchased Transportation
ISOTP - 1 Minute Tolerance for Running Hot**



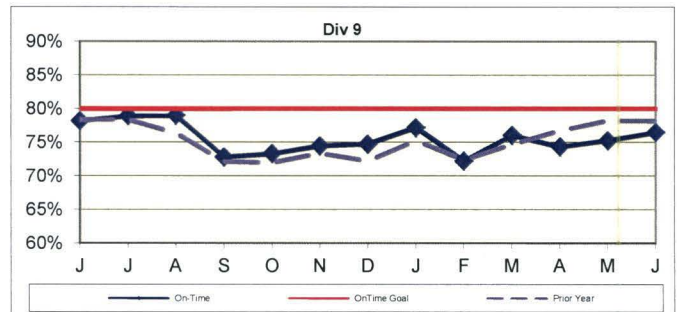
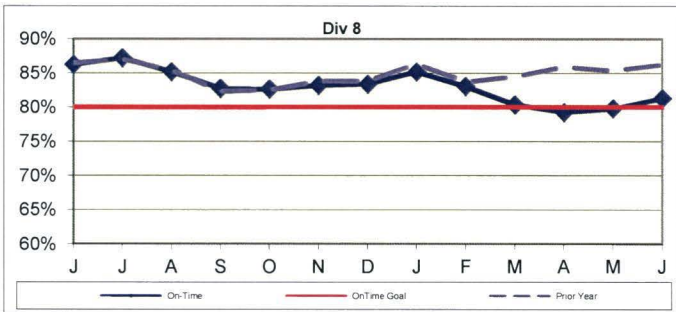
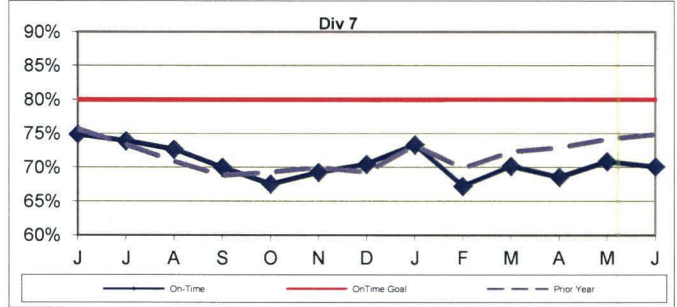
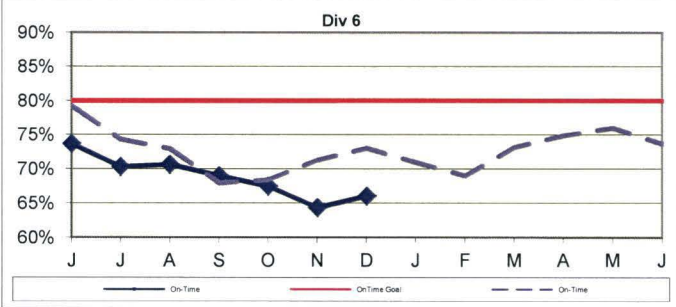
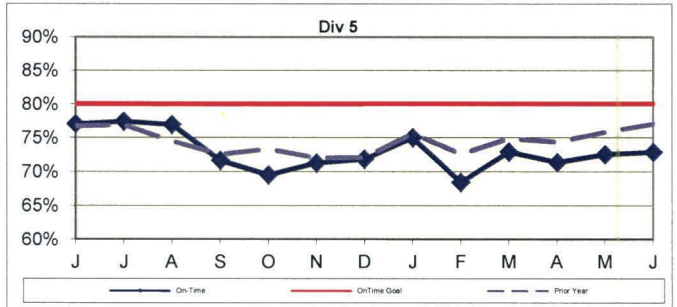
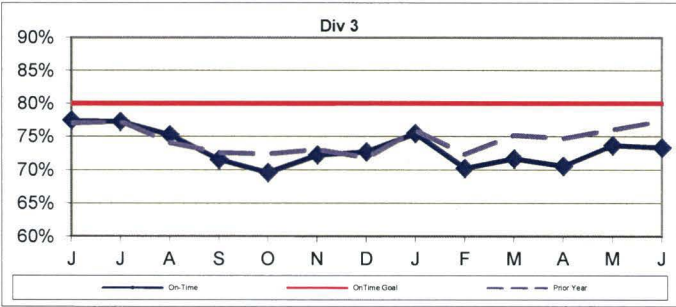
Bus Operating Divisions - Jun 2016

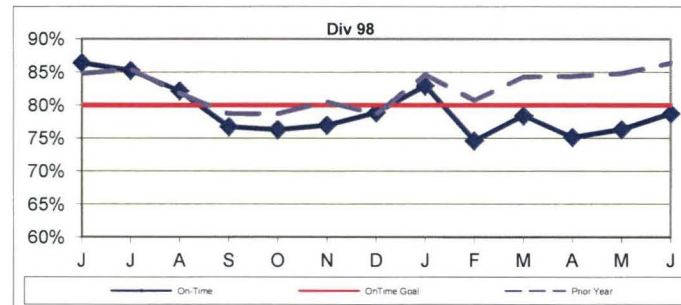
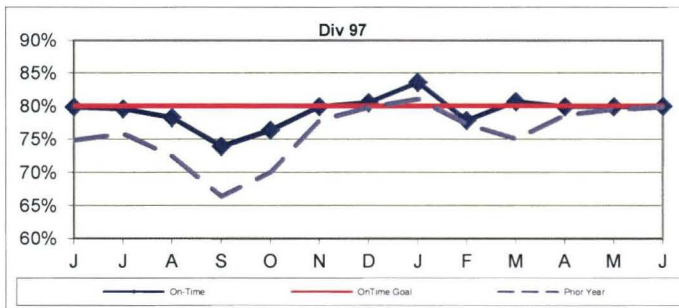
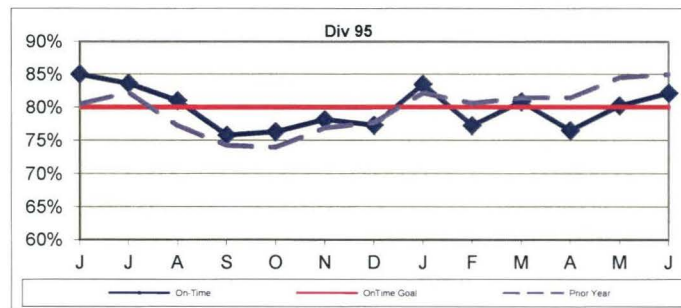
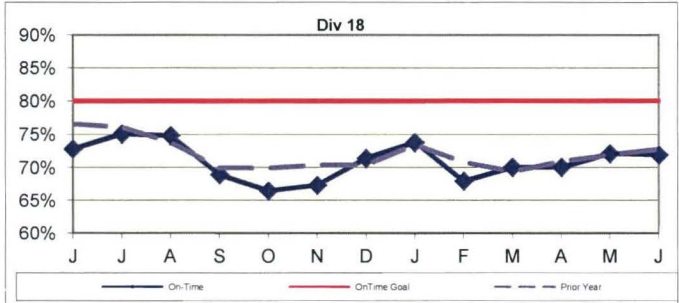
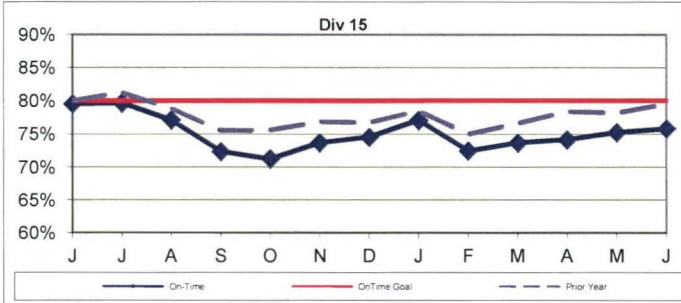
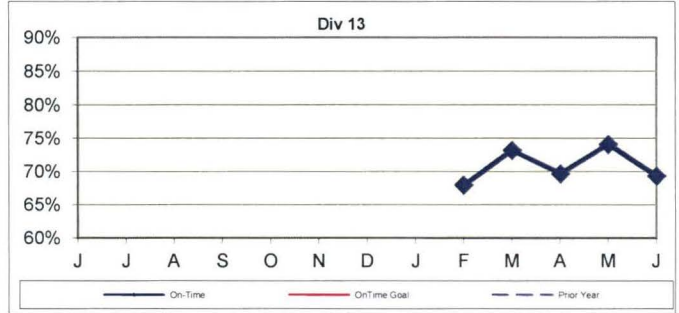
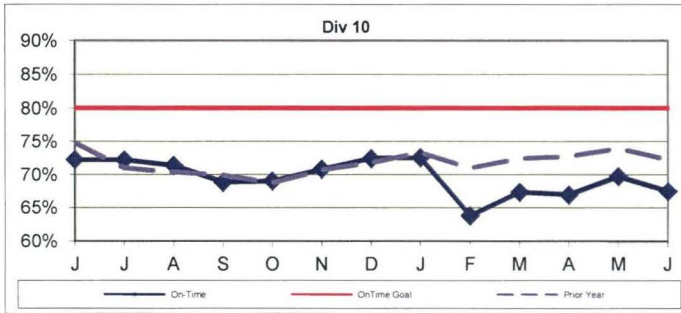


ISOTP By Division



Remaining Above the Goal line is the target.





ISOTP By Division

Year-to-Date Compared To Last Year

	FY 2015	FY 2016 YTD	Variance
Division 1			
Early	3.88%	4.17%	0.29%
On-Time	74.65%	70.00%	-4.65%
Late	21.47%	25.83%	4.36%

Division 2			
Early	4.96%	4.70%	-0.25%
On-Time	74.26%	72.08%	-2.18%
Late	20.79%	23.22%	2.43%

Division 3			
Early	5.64%	5.35%	-0.29%
On-Time	74.41%	72.78%	-1.62%
Late	19.95%	21.87%	1.92%

Division 5			
Early	5.05%	5.32%	0.27%
On-Time	74.32%	72.65%	-1.68%
Late	20.62%	22.03%	1.41%

Division 6			
Early	4.56%	4.89%	0.33%
On-Time	72.10%	68.27%	-3.83%
Late	23.34%	26.84%	3.50%

Division 7			
Early	4.28%	4.41%	0.13%
On-Time	71.64%	70.34%	-1.29%
Late	24.09%	25.25%	1.17%

Division 8			
Early	3.21%	3.27%	0.06%
On-Time	84.74%	83.06%	-1.68%
Late	12.05%	13.66%	1.61%

Division 9			
Early	5.01%	4.03%	-0.99%
On-Time	75.00%	75.38%	0.38%
Late	19.98%	20.59%	0.61%

Division 10			
Early	4.12%	4.83%	0.71%
On-Time	71.49%	69.49%	-2.00%
Late	24.39%	25.68%	1.29%

	FY 2015	FY 2016 YTD	Variance
Division 13			
Early	N/A	5.61%	N/A
On-Time	N/A	70.54%	N/A
Late	N/A	23.85%	N/A

Division 15			
Early	3.71%	3.83%	0.12%
On-Time	77.55%	74.78%	-2.77%
Late	18.74%	21.40%	2.65%

Division 18			
Early	4.00%	3.97%	-0.03%
On-Time	71.63%	70.84%	-0.79%
Late	24.37%	25.19%	0.82%

Division 95			
Early	0.27%	0.58%	0.31%
On-Time	79.83%	79.38%	-0.45%
Late	19.90%	20.05%	0.15%

Division 97			
Early	0.82%	0.77%	-0.05%
On-Time	75.85%	79.20%	3.35%
Late	23.32%	20.03%	-3.29%

Division 98			
Early	0.91%	1.83%	0.92%
On-Time	82.47%	78.64%	-3.84%
Late	16.62%	19.53%	2.91%

SYSTEMWIDE			
Early	4.00%	4.09%	0.09%
On-Time	75.35%	73.55%	-1.80%
Late	20.65%	22.36%	1.71%

DIRECTLY OPERATED			
Early	4.29%	4.34%	0.05%
On-Time	75.03%	73.09%	-1.94%
Late	20.68%	22.57%	1.89%

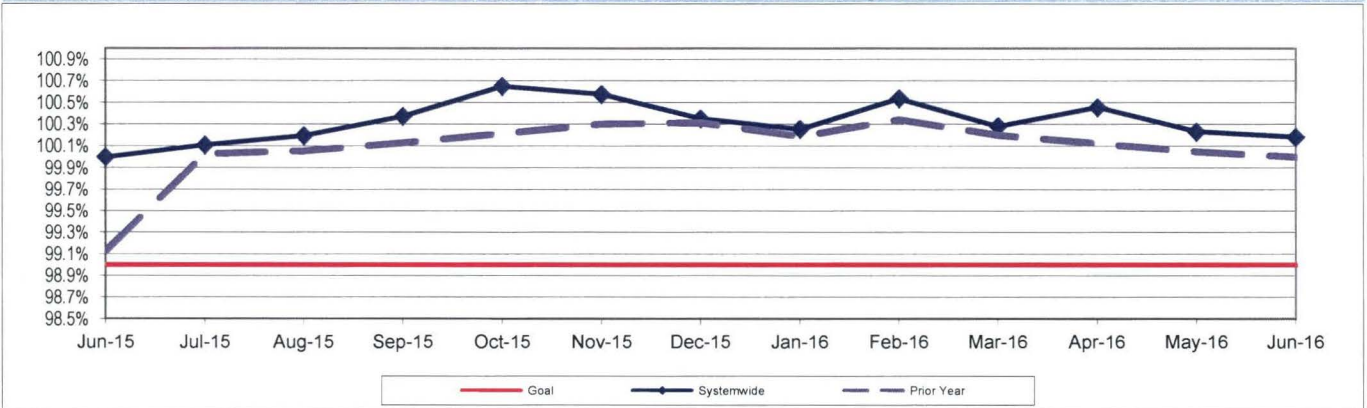
PURCHASED TRANSPORTATION			
Early	0.70%	1.07%	0.37%
On-Time	79.01%	79.06%	0.05%
Late	20.29%	19.87%	-0.42%

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.

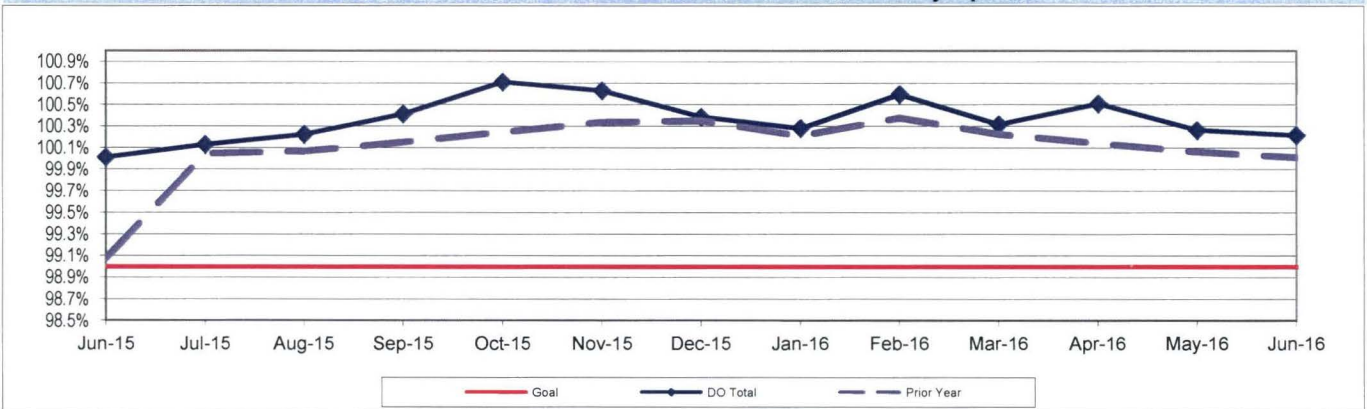
Calculation: $SRHD\% = \text{Actual Revenue Hours} / \text{Scheduled Revenue Hours}$

Actual To Scheduled Revenue Hours Delivered - Systemwide Trend



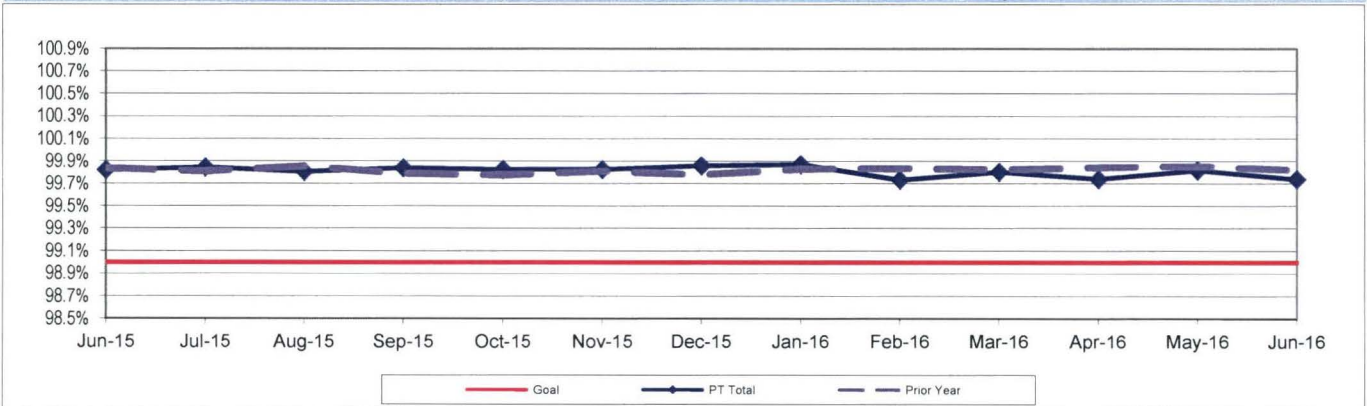
Remaining At the Goal line is the target.

Actual To Scheduled Revenue Hours Delivered - Directly Operated



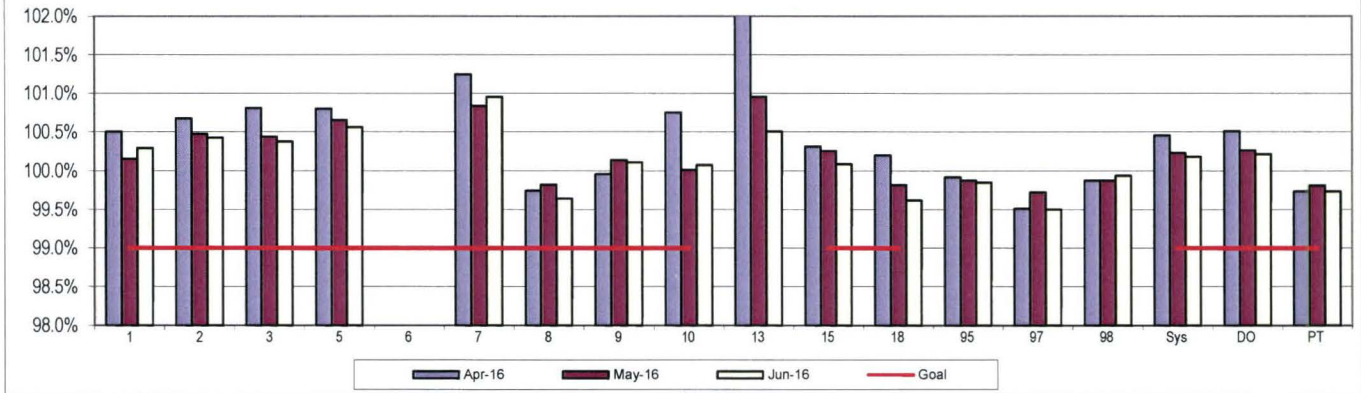
Remaining At the Goal line is the target.

Actual To Scheduled Revenue Hours Delivered - Purchased Transportation



Remaining At the Goal line is the target.

**Actual To Scheduled Revenue Hours Delivered - by Divisions
Apr 2016 - Jun 2016**



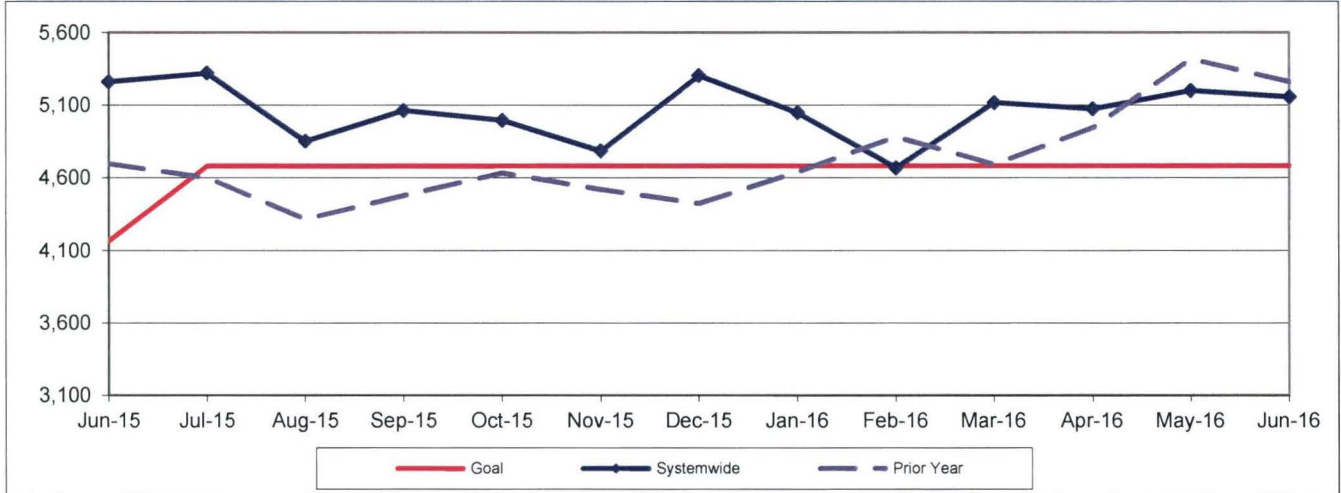
BUS MAINTENANCE PERFORMANCE

MEAN MILES BETWEEN MECHANICAL FAILURES (MMBMF)

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

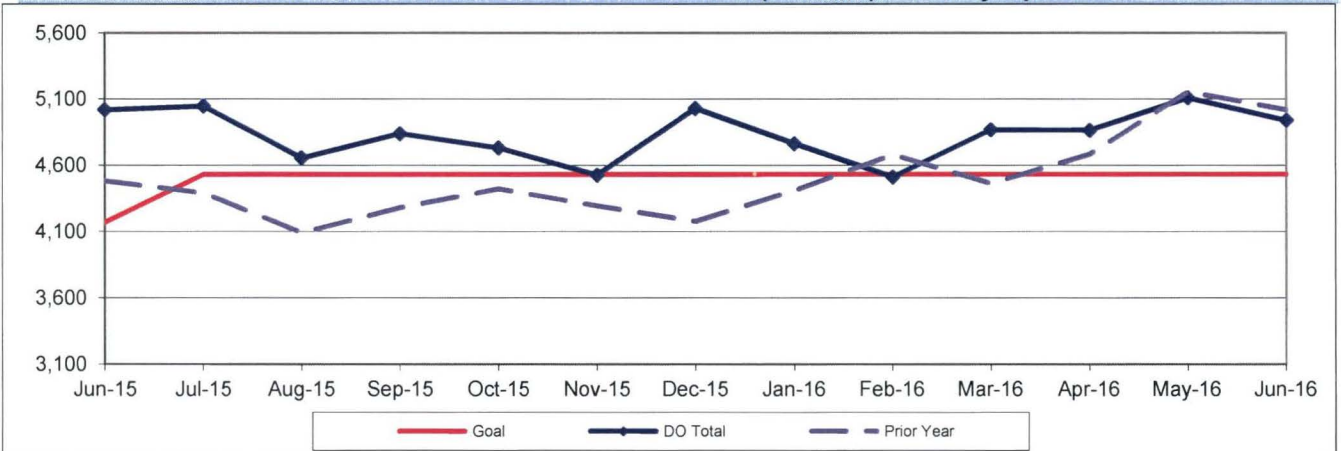
Calculation: $MMBMF = \text{Total Hub Miles} / \text{Mechanical Failures Requiring a Bus Exchange}$

Mean Miles Between Mechanical Failures (MMBMF) - Systemwide Trend



Remaining Above the Goal line is the target.

Mean Miles Between Mechanical Failures (MMBMF) - Directly Operated



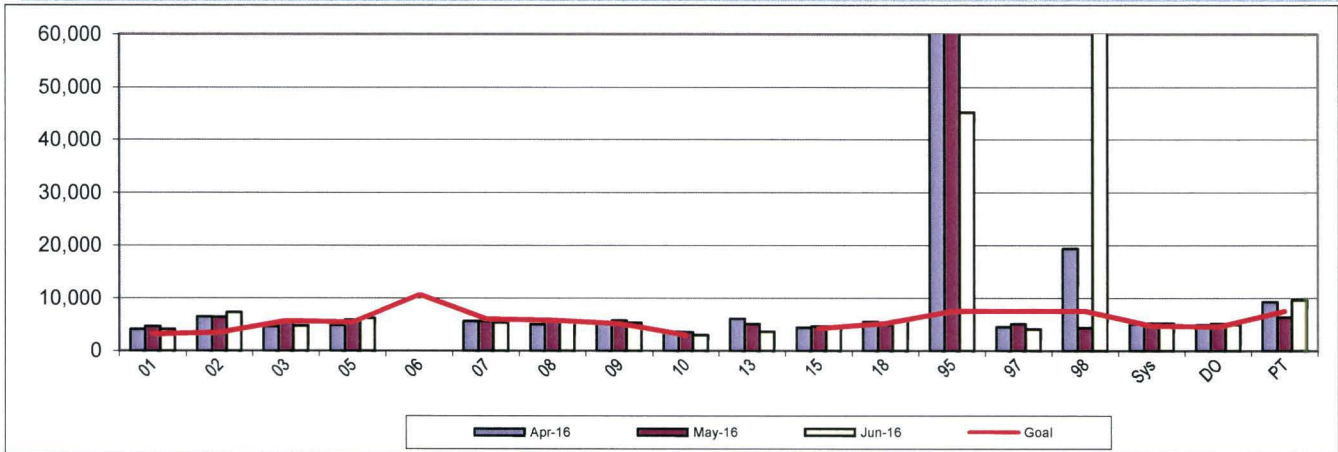
Remaining Above the Goal line is the target.

Mean Miles Between Mechanical Failures (MMBMF) - Purchased Transportation

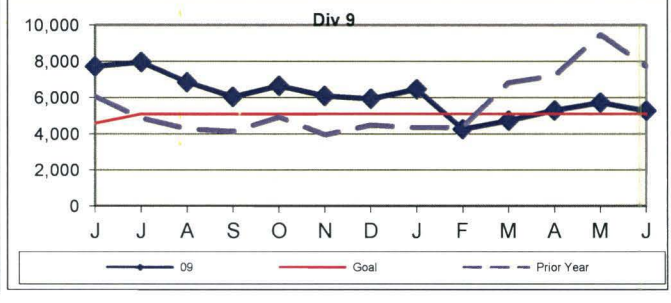
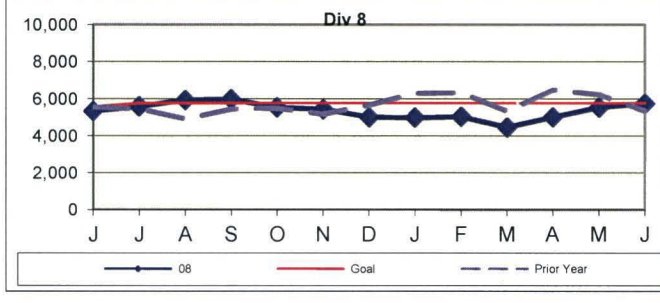
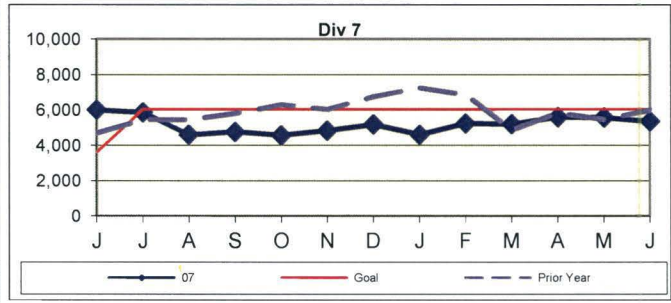
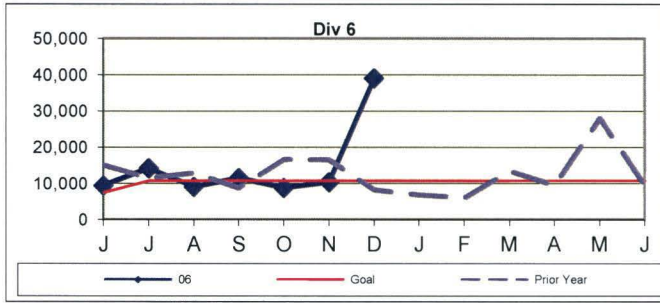
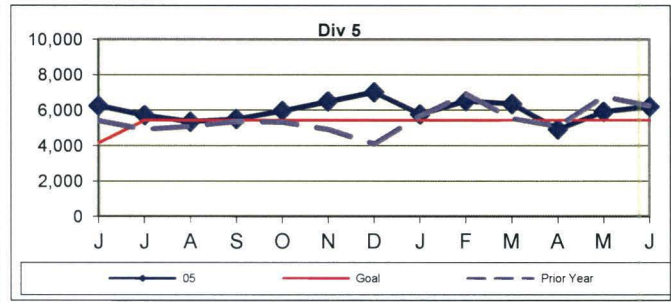
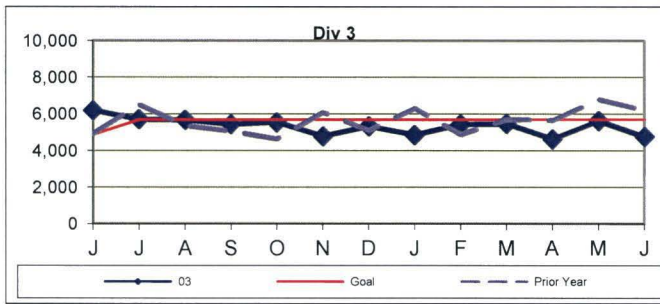
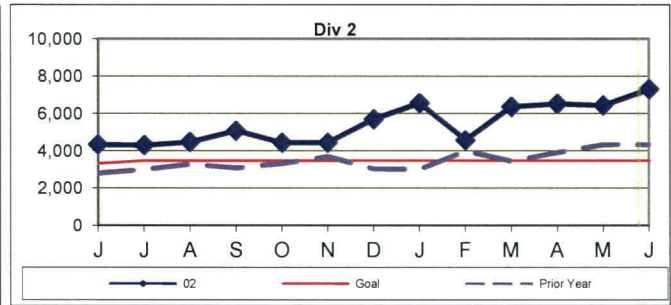
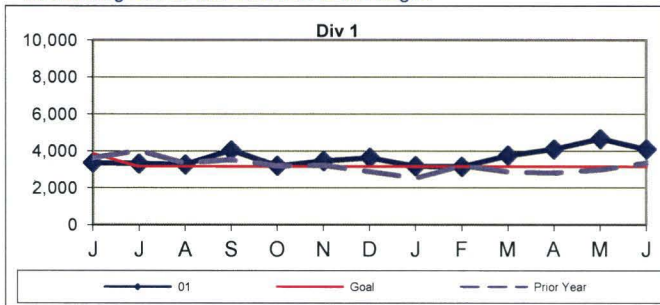


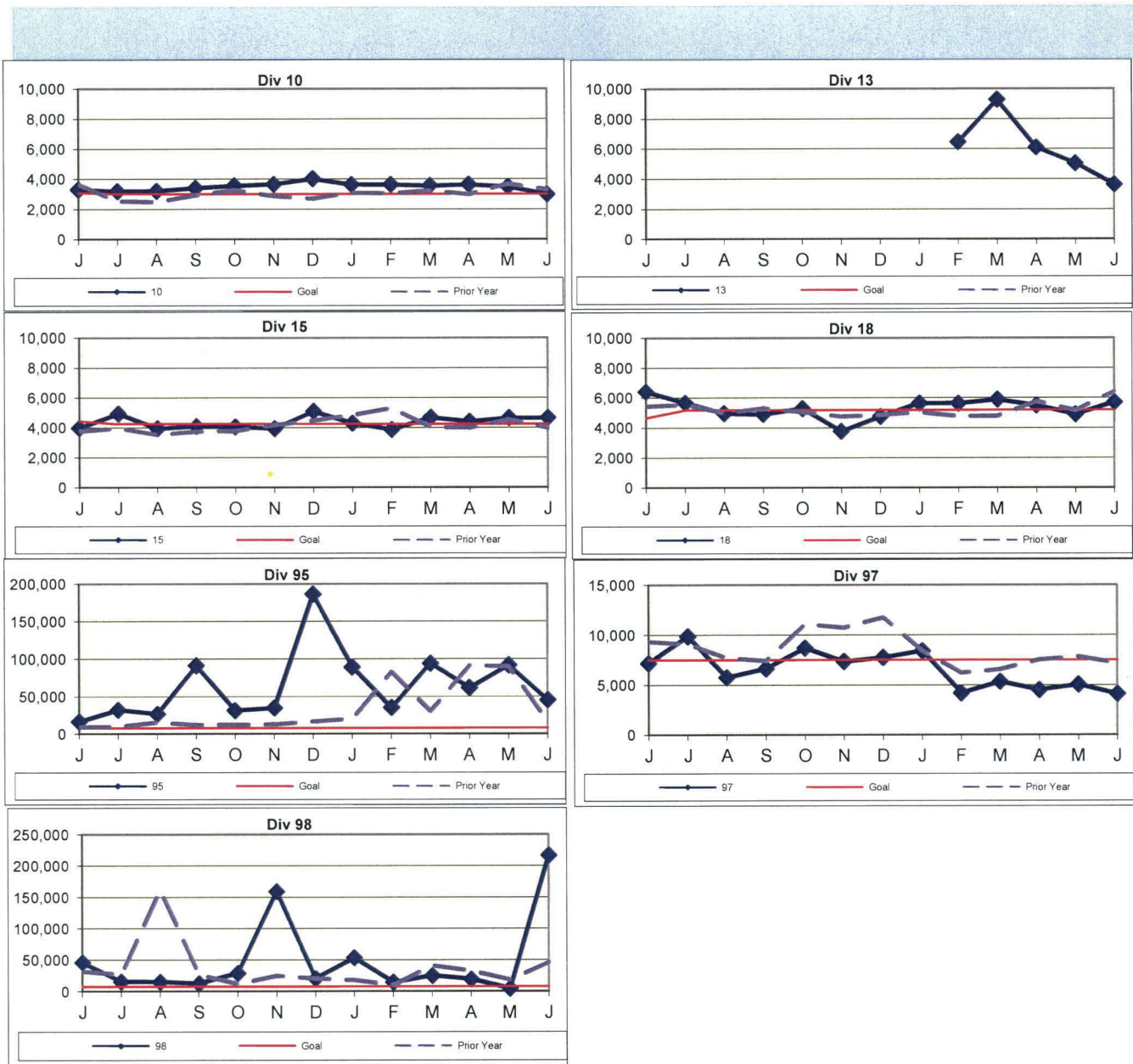
Remaining Above the Goal line is the target.

Mean Miles Between Mechanical Failures (MMBMF) - Bus Operating Divisions Apr 2016 - Jun 2016



Remaining Above the Goal line is the target.

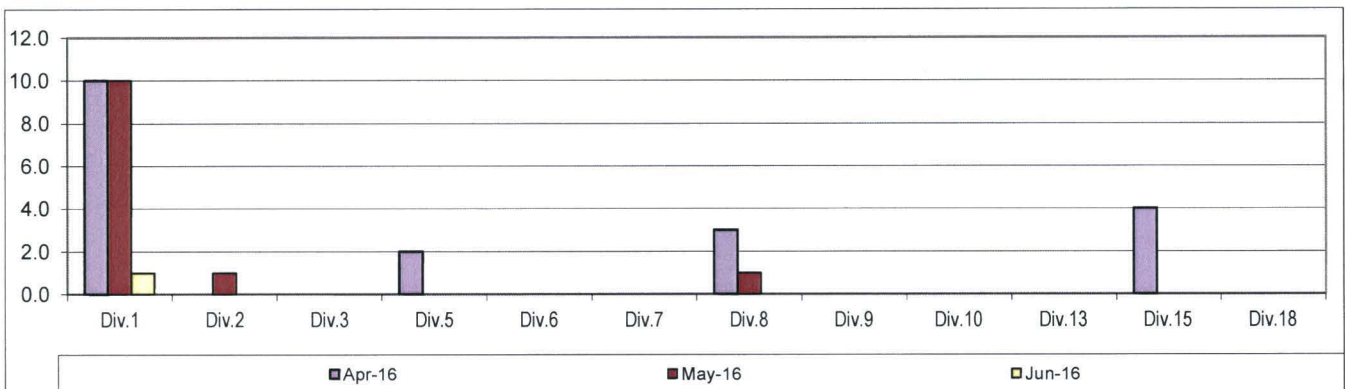




**Unaddressed Road Calls -- Bus Operating Divisions
Apr 2016 - Jun 2016**

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

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

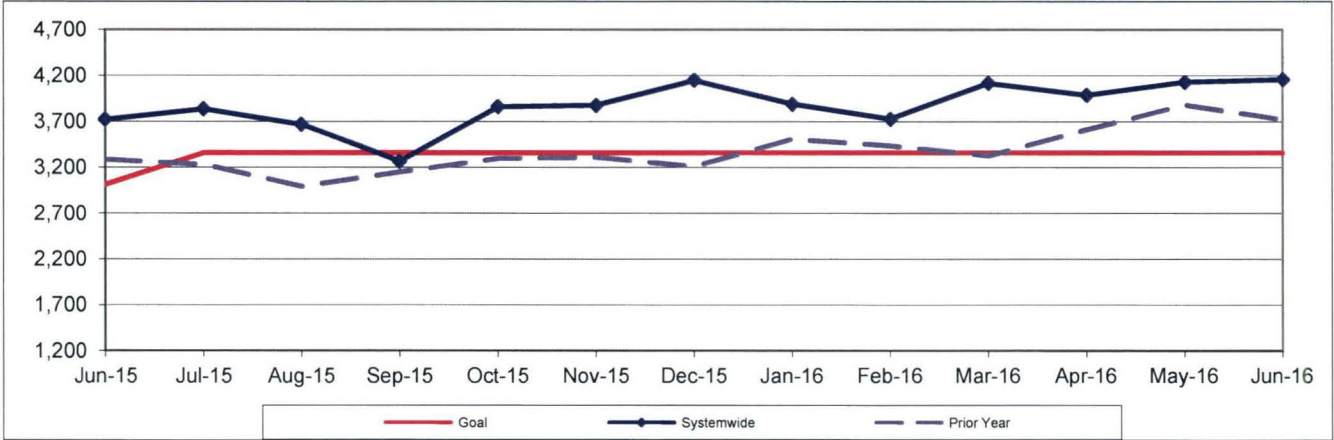


MEAN MILES BETWEEN TOTAL ROAD CALLS (MMBTRC)

Definition: Number of Hub Miles traveled between Total Road Calls. This includes all Road Calls that required a mechanic dispatch.

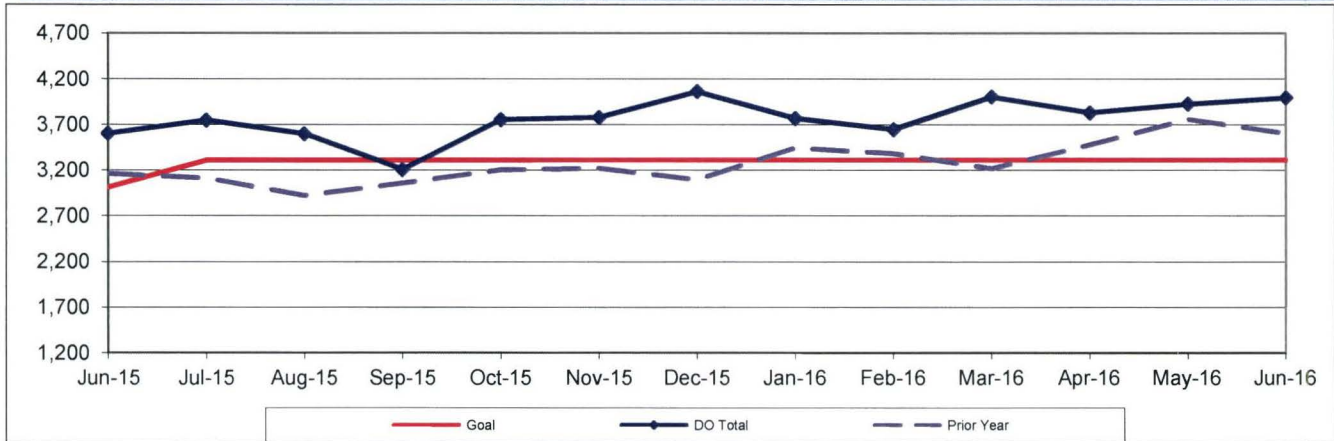
Calculation: MMBTRC = Total Hub Miles / Total Road Calls

MMBTRC Systemwide Trend



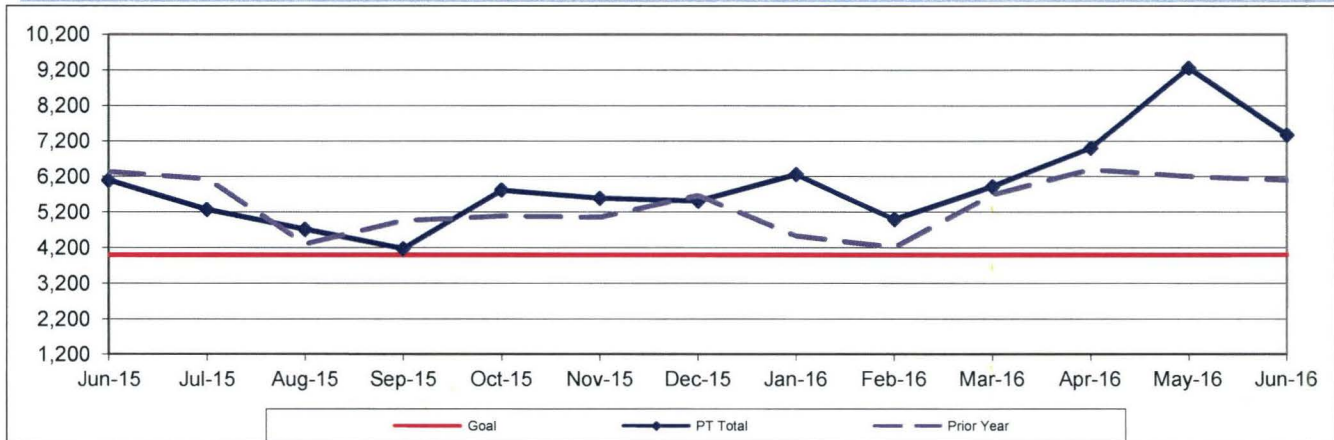
Remaining Above the Goal line is the target.

MMBTRC Directly Operated



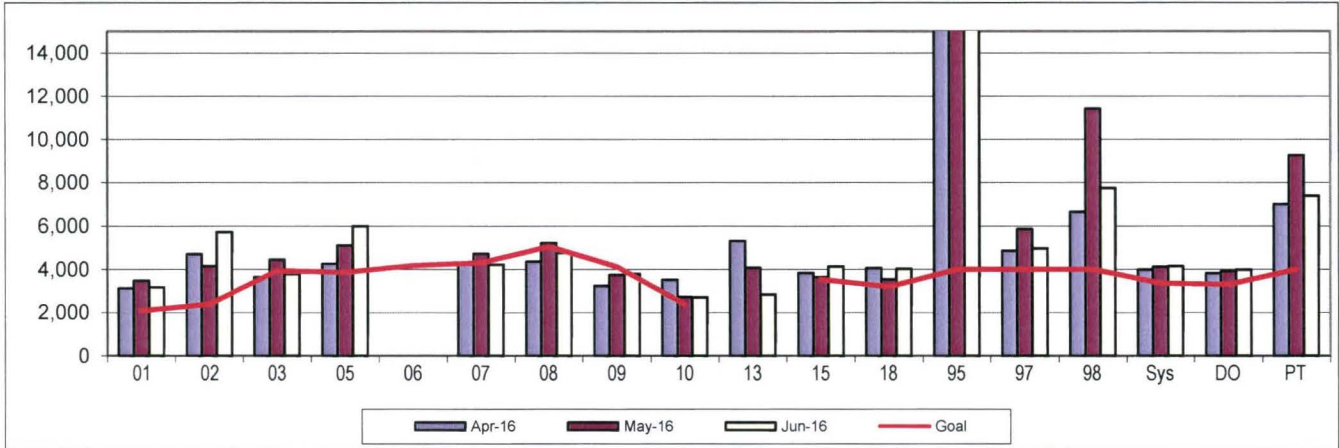
Remaining Above the Goal line is the target.

MMBTRC Purchased Transportation



Remaining Above the Goal line is the target.

**MMBTRC -- Bus Operating Divisions
Apr 2016 - Jun 2016**



Fleet Mix by Fuel Type Systemwide (Including Contract Services)

	<u>Number of Buses</u>	<u>Percent of Buses</u>
CNG	2,244	99.78%
Electric	5	0.22%
Diesel	0	0.00%
Gasoline	0	0.00%
Propane	0	0.00%
Hybrid	0	0.00%
Total	2,249	100.00%

Average Age of Fleet by Divisions

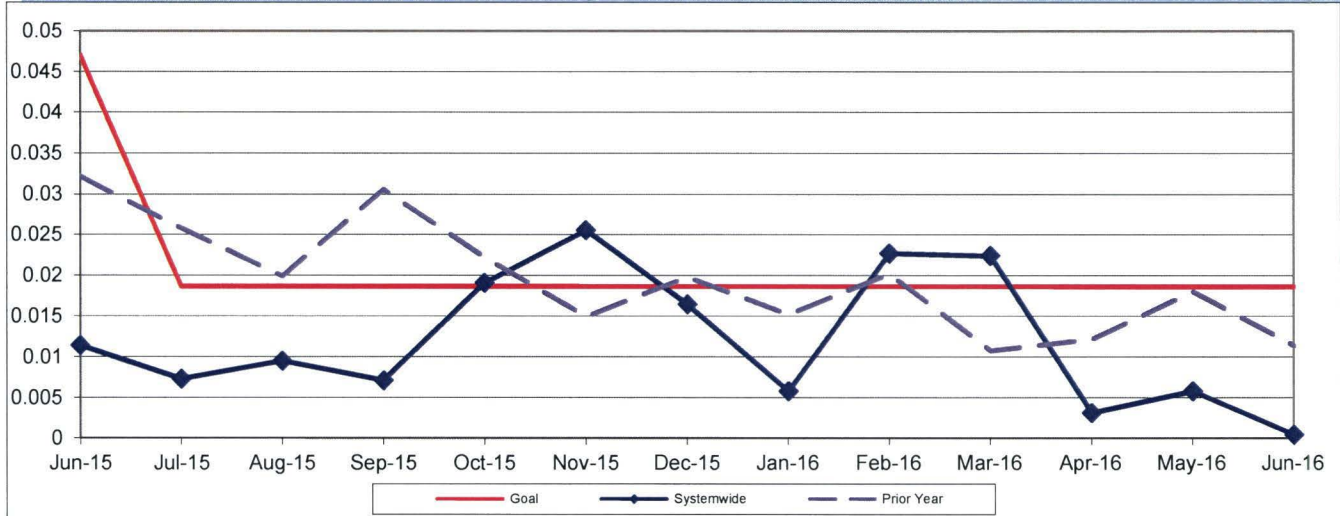
Div 1	Div 2	Div 3	Div 5	Div 7	Div 8
5.62	4.84	6.77	6.02	4.95	8.05
Div 9	Div 10	Div 13	Div 15	Div 18	
9.81	7.75	7.42	7.40	6.08	

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

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

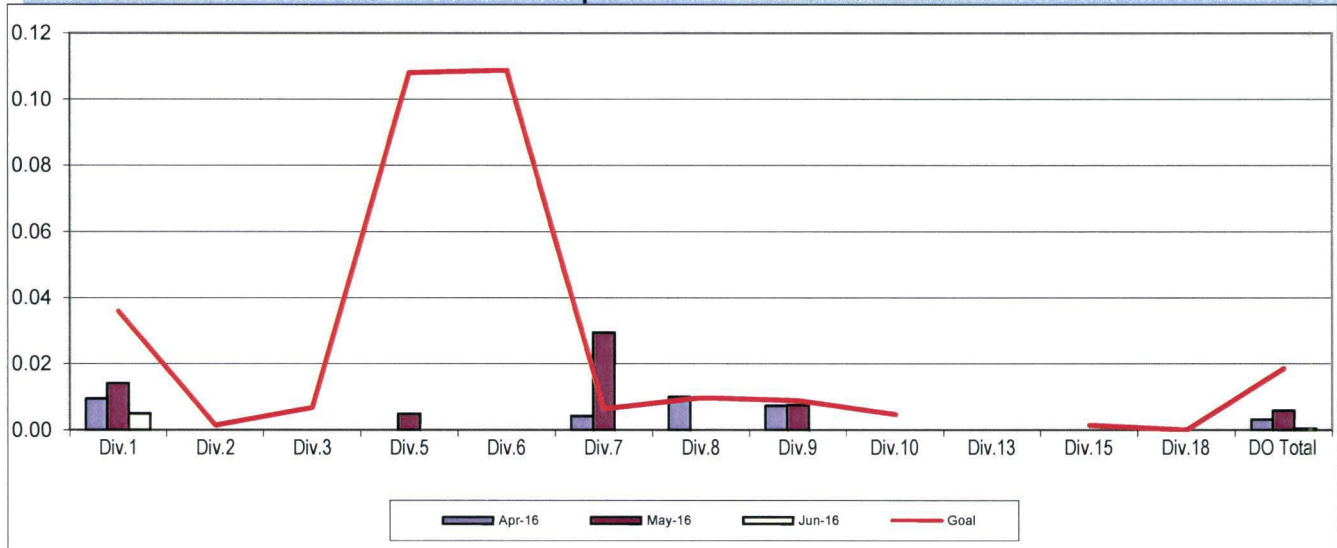
Calculation: Past Due Critical PMP's = Total Past Due Critical PMP's / Number of Buses

Systemwide Trend



Remaining Below the Goal line is the target.

Past Due Critical PMPs - by Divisions Apr 2016 - Jun 2016



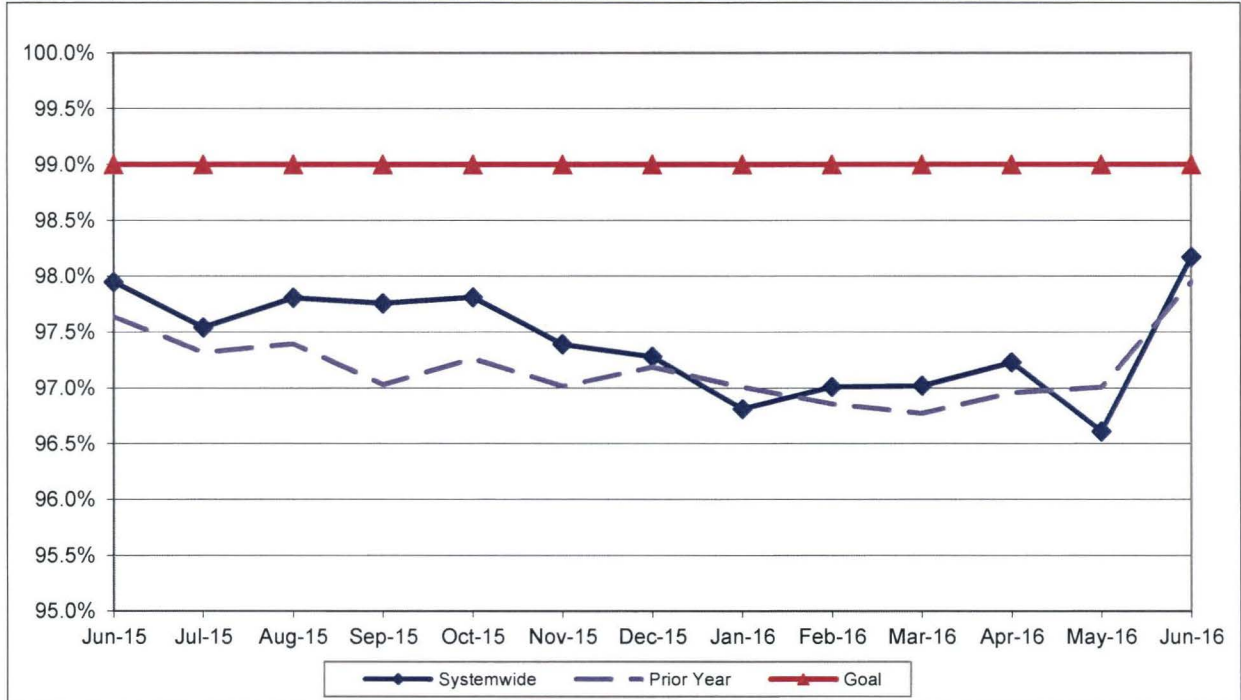
ATTENDANCE

MAINTENANCE ATTENDANCE

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

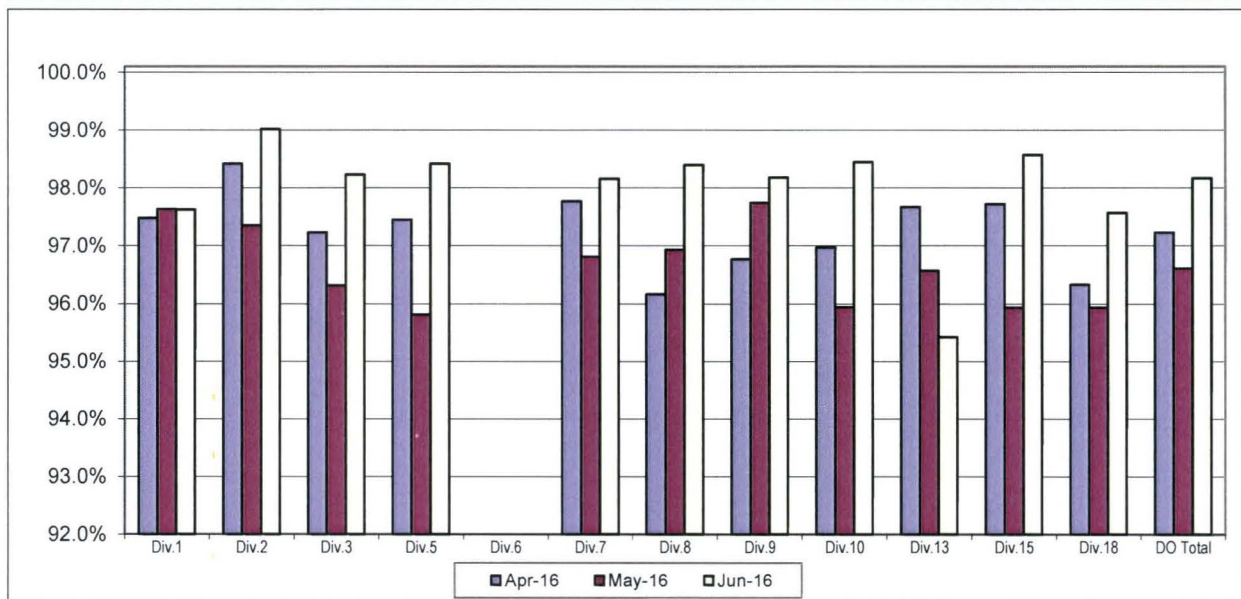
Calculation: Total FTEs assigned - FTEs absent / Total FTEs assigned

Maintenance Attendance - Systemwide Trend



Higher is better.

Maintenance Attendance - By Divisions Apr 2016 - Jun 2016

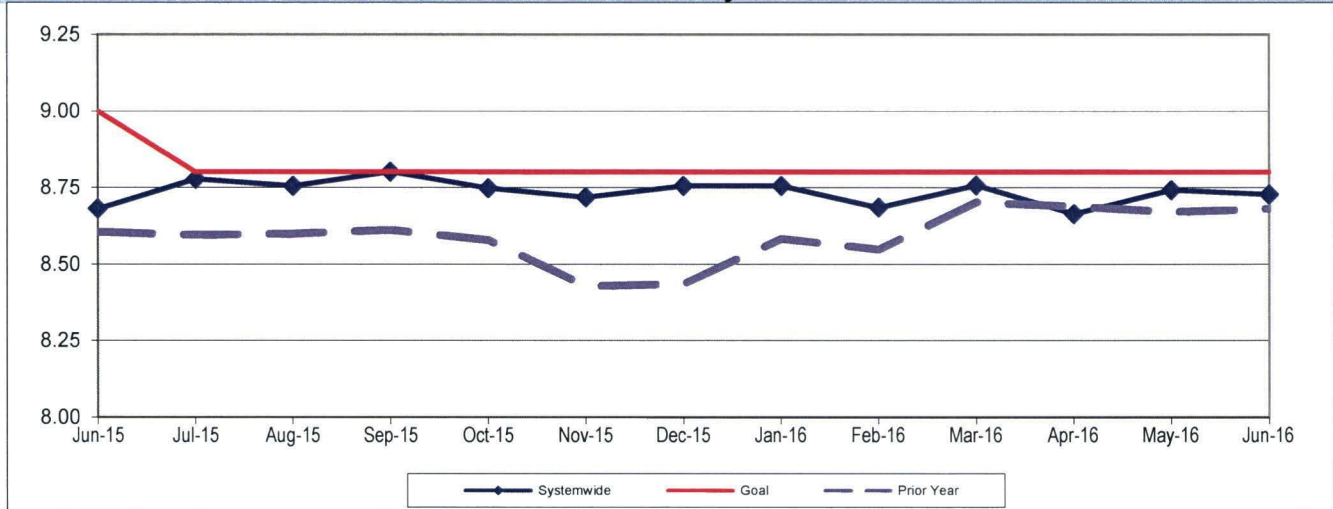


BUS CLEANLINESS

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

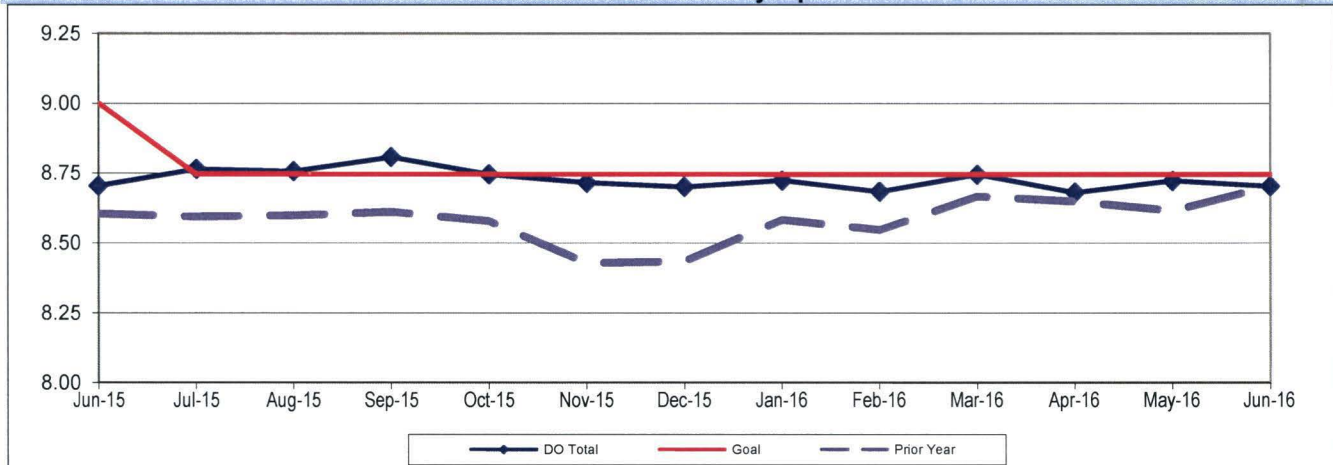
Calculation: Overall Cleanliness Rating = Total Points Accumulated / number of categories

Bus Cleanliness - Systemwide



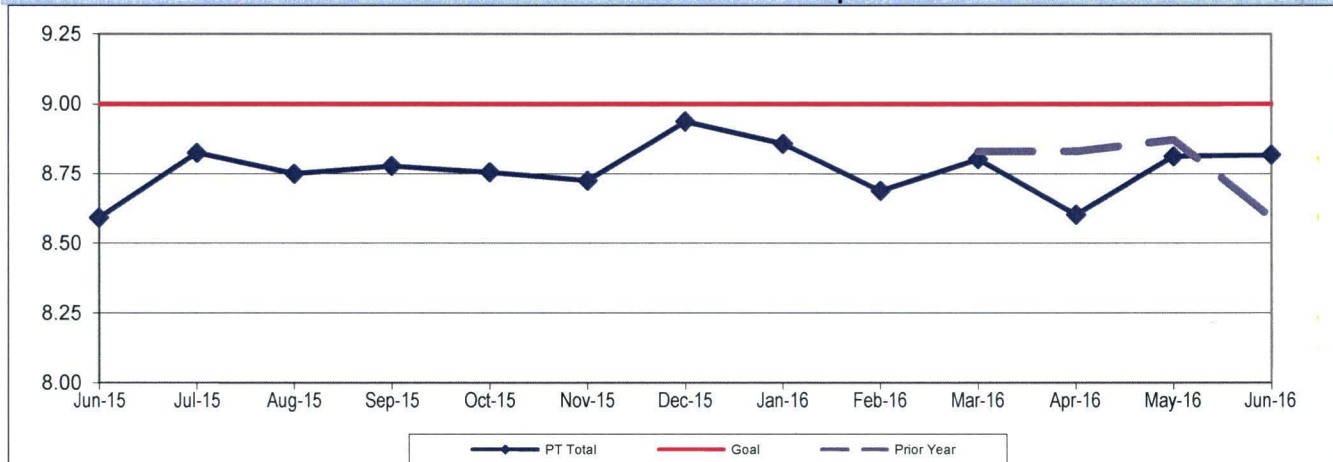
Remaining Above the Goal line is the target.

Bus Cleanliness - Directly Operated



Remaining Above the Goal line is the target.

Bus Cleanliness - Purchased Transportation

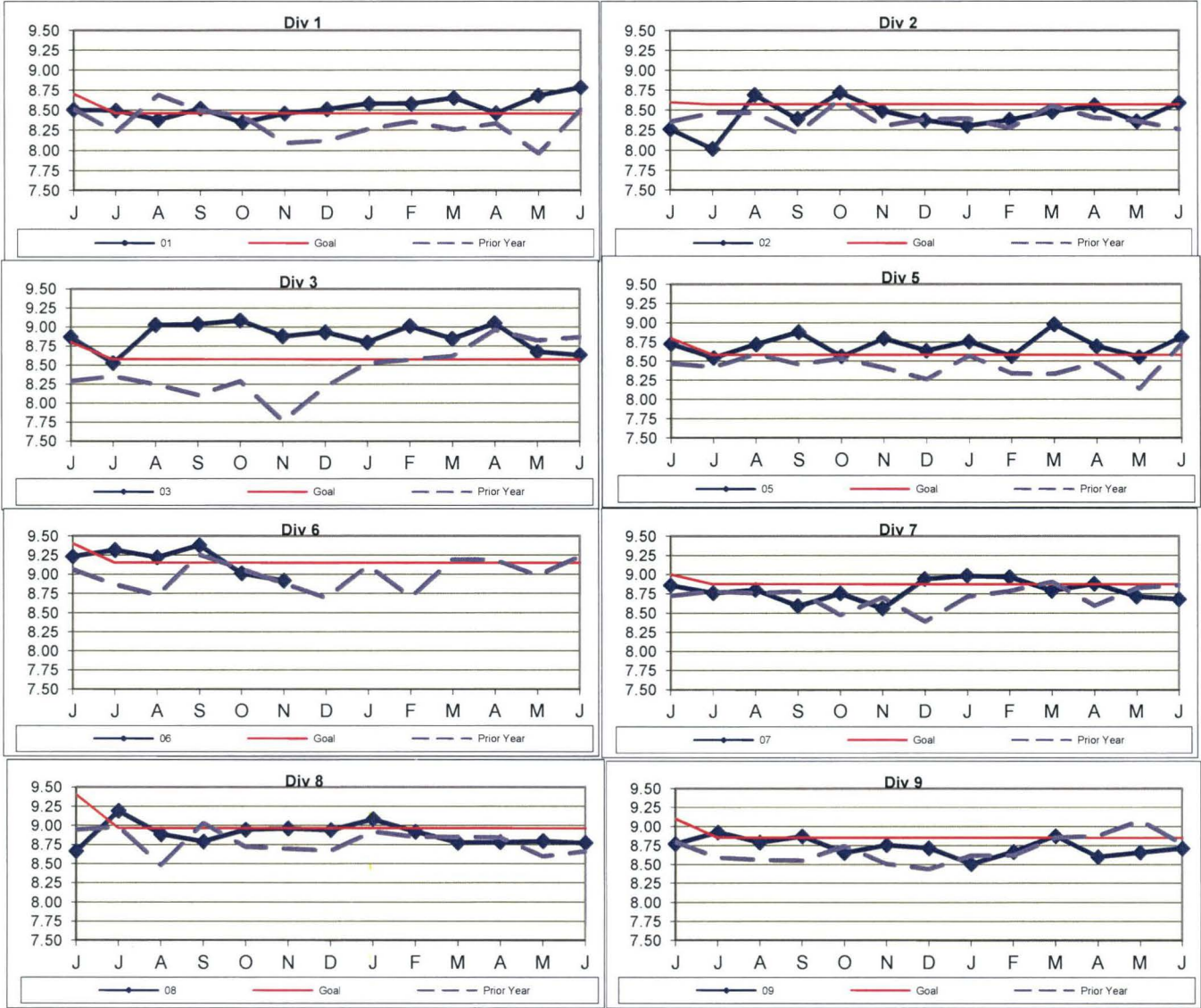


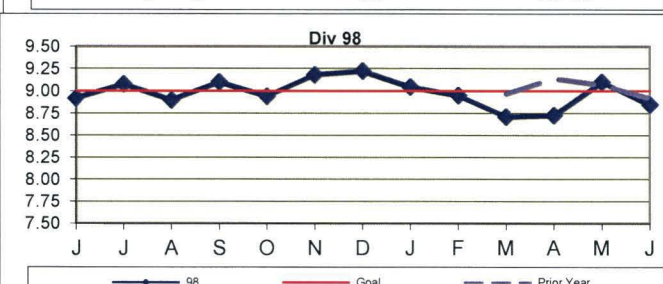
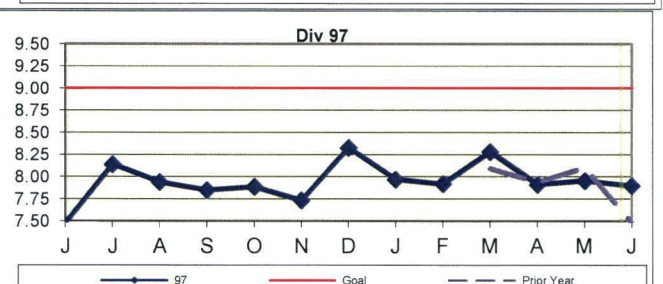
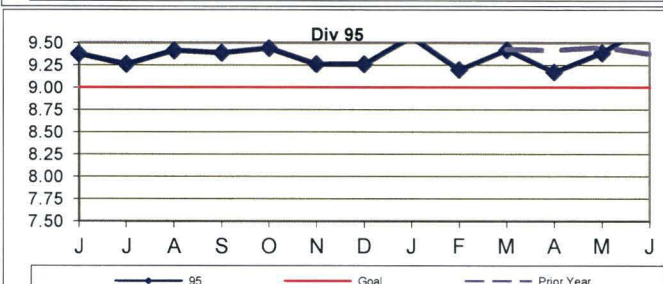
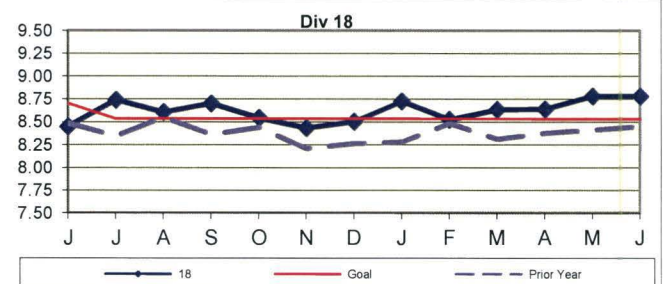
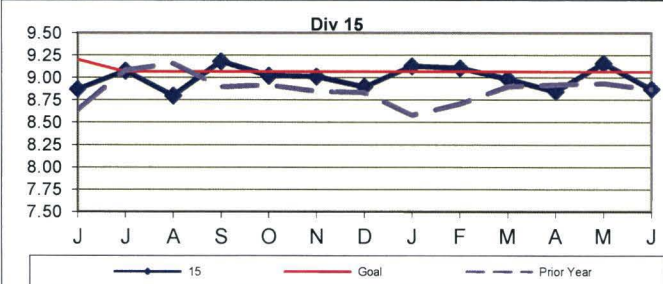
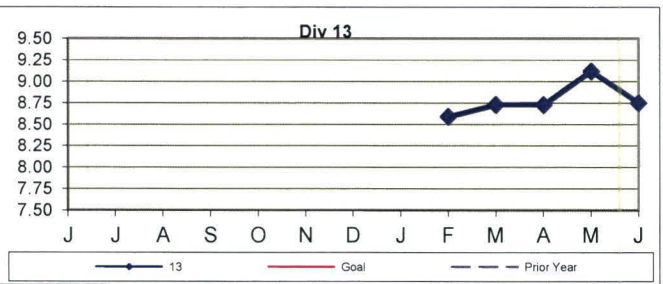
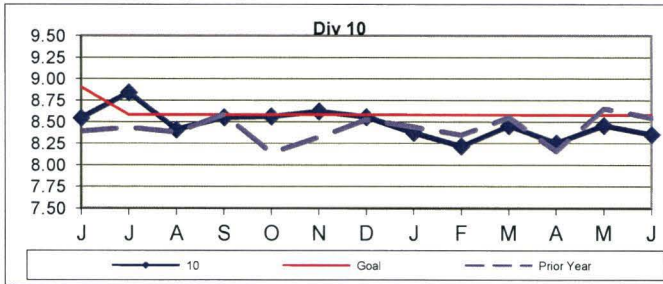
Remaining Above the Goal line is the target.

Cleanliness by Bus Operating Divisions Apr 2016 - Jun 2016



Remaining Above the Goal line is the target.





Metro Rail Scorecard Overview

Metro Rail operates heavy rail lines, Metro Red and Purple Lines, from Union Station to North Hollywood and Union Station to Wilshire/Western. Data for Red and Purple lines are reported under Metro Red line in this report. Metro Rail operates four light rail lines: 1. Metro Blue Line from downtown to Long Beach; 2. Metro Green Line along the 105 freeway; 3. Metro Gold Line from Azusa to East Los Angeles; and 4. Expo Line from Los Angeles to Santa Monica. Metro Rail is responsible for the operation of approximately 104 heavy rail cars and 197 light rail cars carrying nearly 5.8 million passengers boarding each year. This report gives a brief overview of Metro Rail operations:

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

Measurement	FY 2013	FY 2014	FY 2015	FY 2016 Target	FY 2016 YTD	FYTD Status	Apr Month	May Month	Jun Month
Systemwide									
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours	10.53	14.35	9.55	11.47	10.71	●	9.92	6.58	13.44
Metro Red Line (MRL)									
On-Time Pullouts	99.37%	99.72%	99.91%	100.00%	99.79%	●	100.00%	100.00%	100.00%
Mean Miles Between Chargeable Mechanical Failures	60,223	63,099	85,090	84,868	94,312	●	80,096	40,718	113,065
In-Service On-time Performance	99.32%	98.91%	99.13%	100.00%	99.45%	●	99.48%	99.40%	99.64%
Traffic Accidents Per 100,000 Train Miles	0.19	0.47	0.13	0.14	0.07	●	0.00	0.00	0.83
Complaints per 100,000 Boardings	0.26	0.25	0.12	0.12	0.03	●	0.05	0.06	0.03
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours	11.25	20.22	6.20	6.15	16.43	●	21.33	26.44	27.96
Metro Blue Line (MBL)									
On-Time Pullouts	99.34%	99.37%	99.41%	100.00%	99.59%	●	100.00%	100.00%	100.00%
Mean Miles Between Chargeable Mechanical Failures	16,597	18,731	23,716	23,934	19,240	●	21,109	25,682	14,714
In-Service On-time Performance	95.80%	95.84%	97.28%	99.19%	96.10%	●	98.13%	98.64%	92.69%
Traffic Accidents Per 100,000 Train Miles	1.45	1.46	0.89	0.79	1.29	●	2.51	0.00	0.64
Complaints per 100,000 Boardings	0.91	0.61	0.27	0.27	0.14	●	0.30	0.13	0.14
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours	17.36	17.46	15.10	14.96	15.08	●	10.23	10.33	16.05
Metro Expo Line (MExL)									
On-Time Pullouts	N/A	N/A	N/A	N/A	99.53%	N/A	99.67%	100.00%	98.89%
Mean Miles Between Chargeable Mechanical Failures	N/A	N/A	N/A	N/A	18,114	N/A	25,788	29,557	10,679
In-Service On-time Performance	98.47%	98.70%	99.14%	100.00%	98.61%	●	98.13%	98.06%	96.88%
Traffic Accidents Per 100,000 Train Miles	0.34	1.17	1.02	1.10	0.37	●	0.00	1.04	0.00
Complaints per 100,000 Boardings	2.32	1.00	0.38	0.40	0.60	●	1.02	0.95	0.62
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours	8.15	0.00	24.97	26.18	8.44	●	0.00	0.00	25.84

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

Measurement	FY 2013	FY 2014	FY 2015	FY 2016 Target	FY 2016 YTD	FYTD Status	Apr Month	May Month	Jun Month
Metro Green Line (MGR)									
On-Time Pullouts	99.71%	99.69%	99.32%	100.00%	99.49%	●	100.00%	100.00%	100.00%
Mean Miles Between Chargeable Mechanical Failures	13,297	19,513	21,054	21,008	19,238	●	13,558	28,148	18,513
In-Service On-time Performance	98.06%	97.85%	97.39%	99.22%	98.52%	●	98.77%	98.84%	97.62%
Traffic Accidents Per 100,000 Train Miles	0.14	0.00	0.14	0.15	0.14	●	0.00	0.00	0.00
Complaints per 100,000 Boardings	0.64	0.61	0.32	0.31	0.19	●	0.22	0.11	0.00
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours	9.16	16.51	7.32	6.09	7.18	●	0.00	0.00	0.00
Metro Gold Line (MGoL)									
On-Time Pullouts	99.88%	99.56%	99.98%	100.00%	99.68%	●	99.77%	99.23%	99.78%
Mean Miles Between Chargeable Mechanical Failures	28,299	45,894	44,171	45,762	40,426	●	28,196	57,485	25,735
In-Service On-time Performance	98.45%	98.03%	98.56%	100.00%	97.60%	●	98.45%	99.05%	93.90%
Traffic Accidents Per 100,000 Train Miles	0.22	0.24	0.54	0.47	0.56	●	1.21	0.39	0.41
Complaints per 100,000 Boardings	0.84	0.60	0.34	0.34	0.70	●	0.51	0.44	0.21
New Workers' Compensation Indemnity Claims	16.15	14.98	15.96	15.71	11.87	●	5.23	0.00	26.15

● 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%.

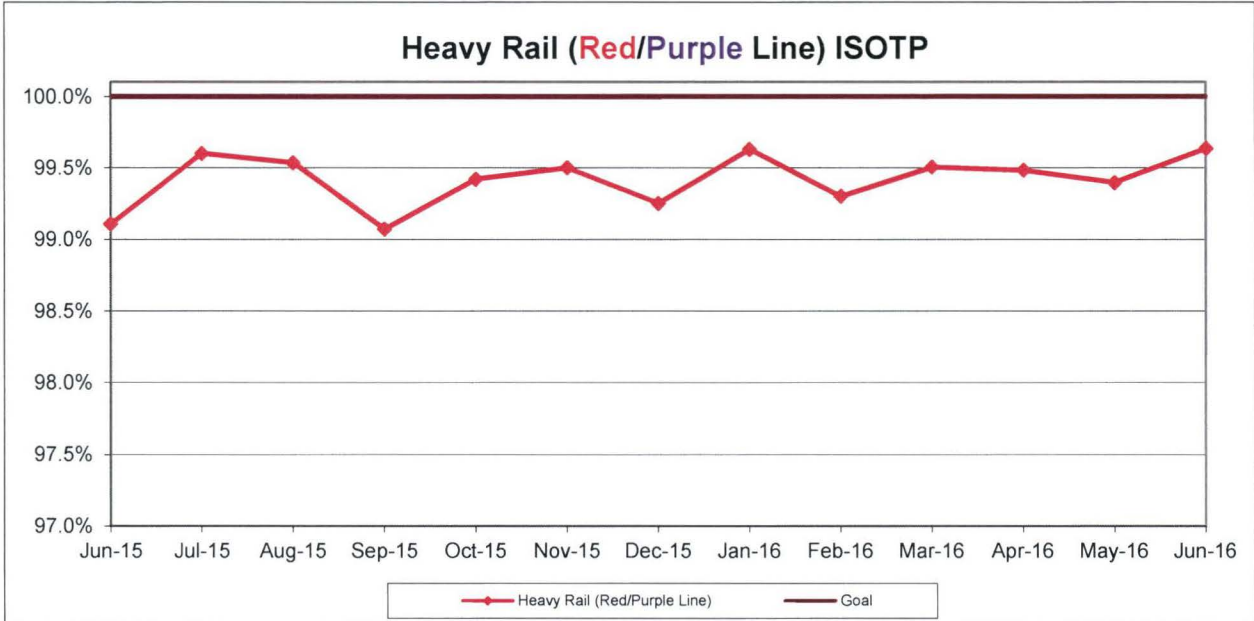
● Red - High probability that the target will not be achieved -- significant problems and/or delays. Falls below Target >70%.

RAIL SERVICE PERFORMANCE

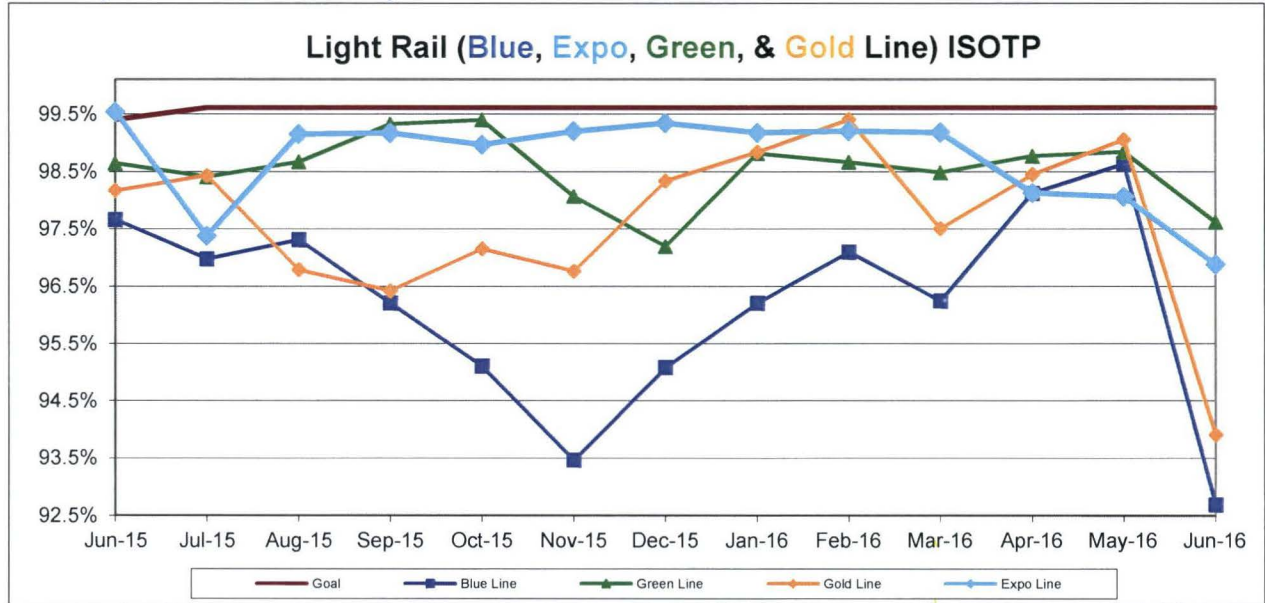
IN-SERVICE ON-TIME PERFORMANCE (ISOTP)

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

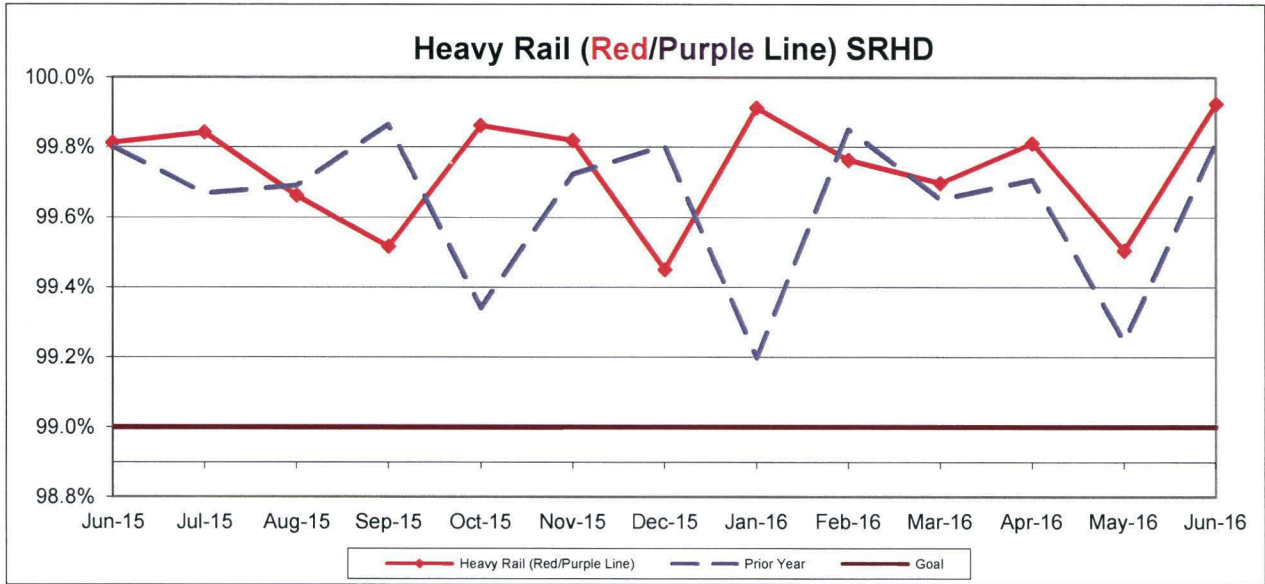


Remaining Above the Goal line is the target.

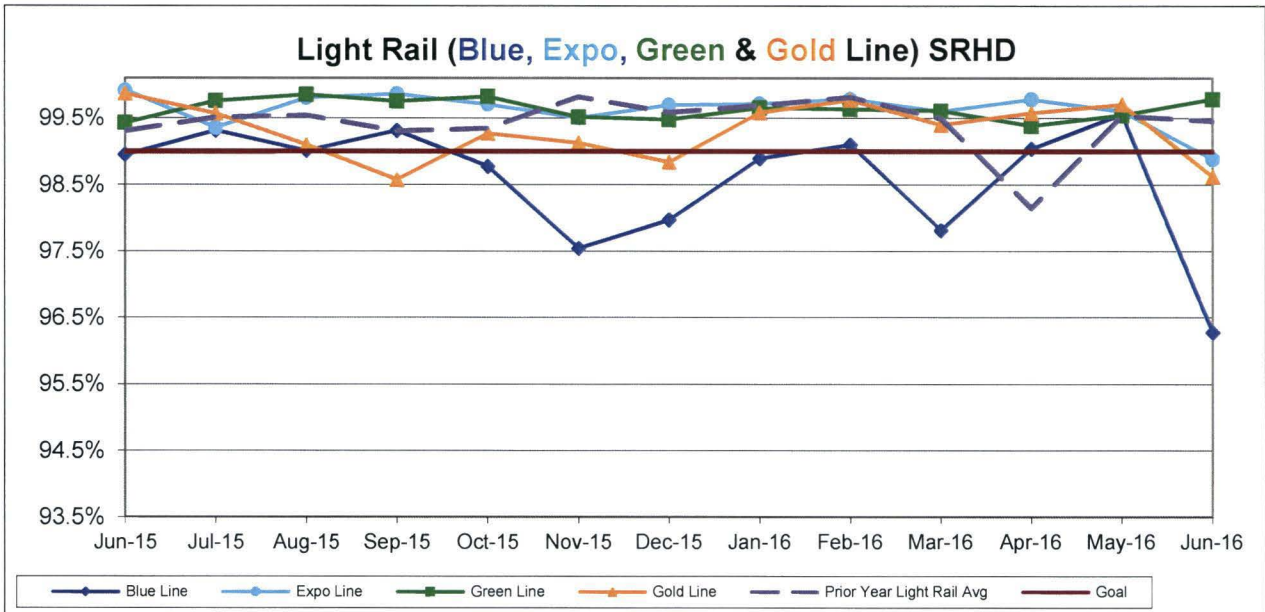


Scheduled Revenue Hours Delivered (SRHD) by Rail Line

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



Remaining At the Goal line is the target.

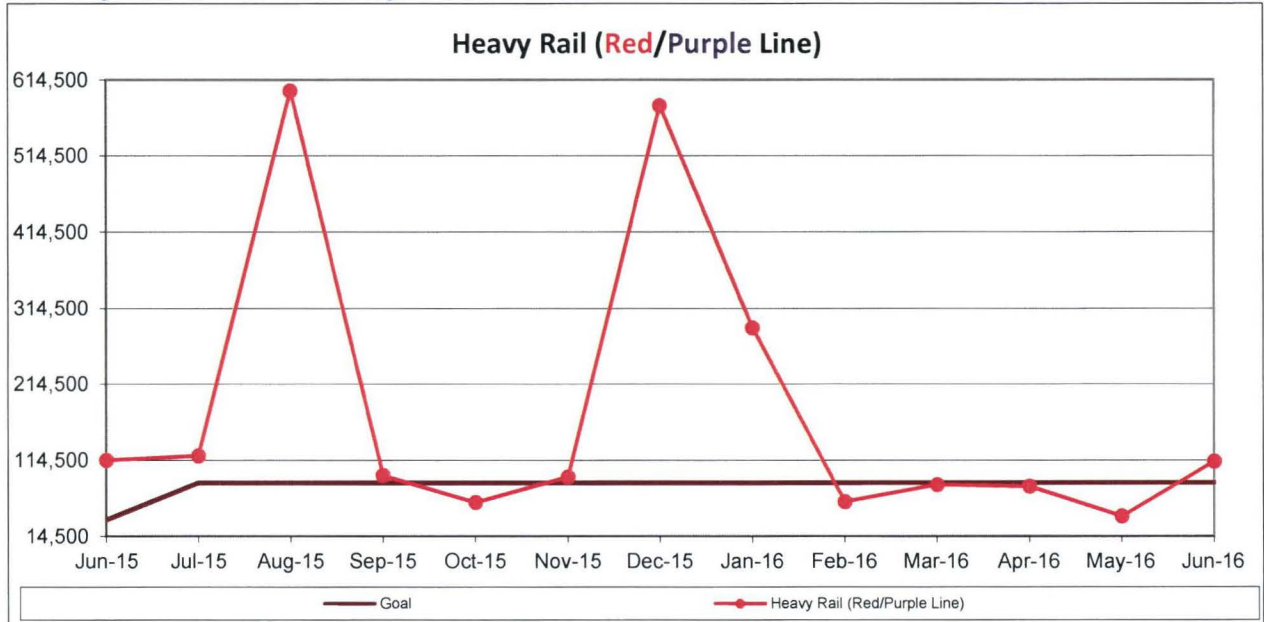


Mean Vehicle Miles between Revenue Vehicle Failures

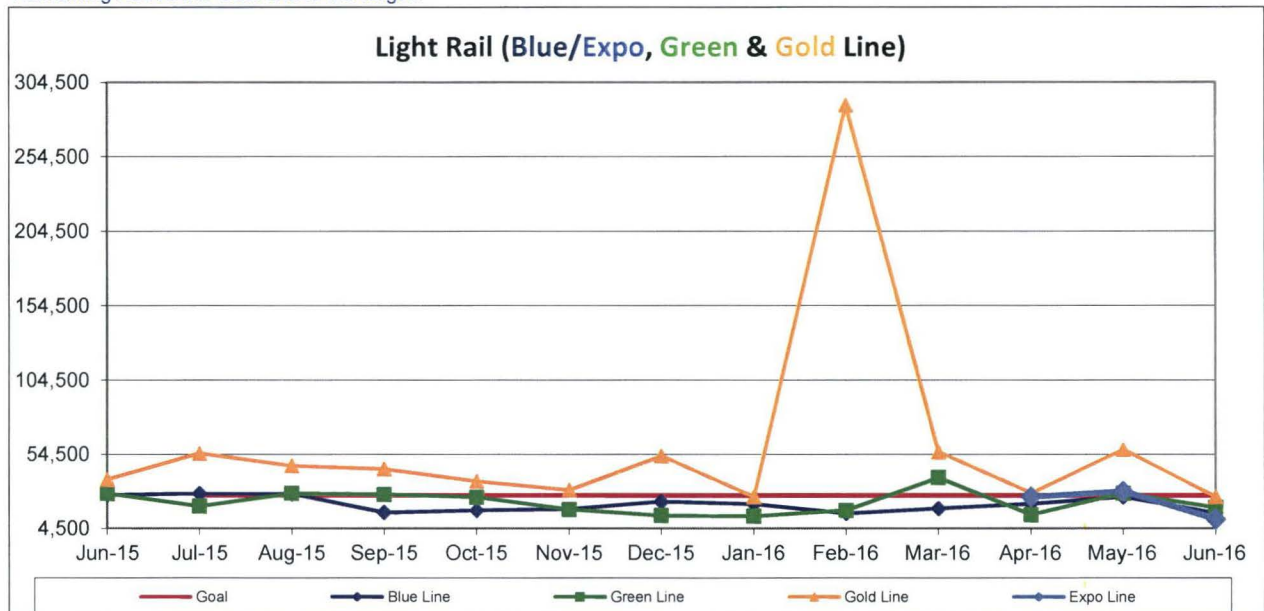
Definition: Mean vehicle miles between Revenue Vehicle Failures. NTD defined Revenue Vehicle Failures are vehicle systems failures that occur in revenue service and during deadhead miles in which the vehicle did not complete its scheduled revenue trip or in which the vehicle did not start its next scheduled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

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

Remaining Above the Goal line is the target.



Remaining Above the Goal line is the target.



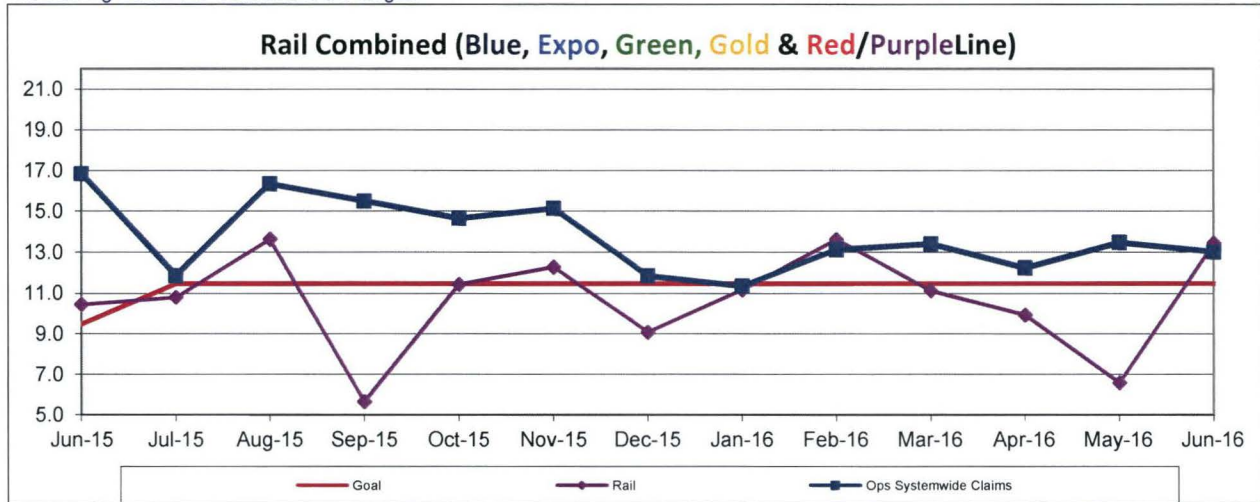
NEW WORKERS' COMPENSATION CLAIMS FILED PER 200,000 EXPOSURE HOURS

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

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

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

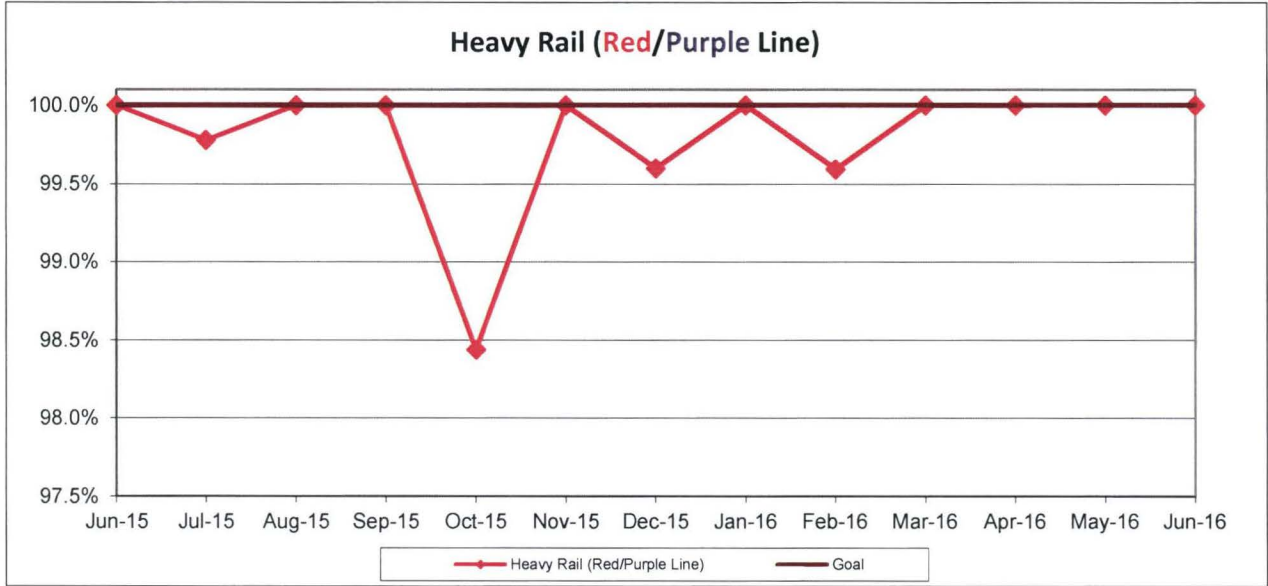
Remaining Below the Goal line is the target.



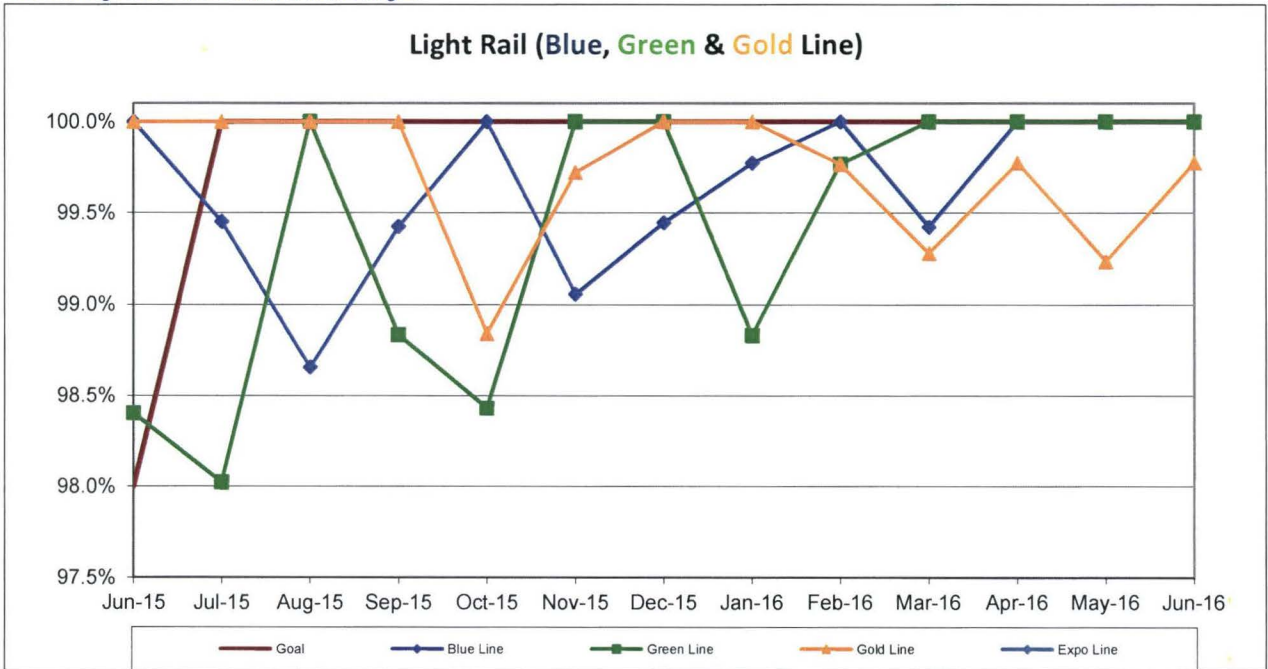
ON-TIME PULLOUTS (OTP)

Definition: Ratio of OnTime Pullouts to Total Pullouts.

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



Remaining Above the Goal line is the target.



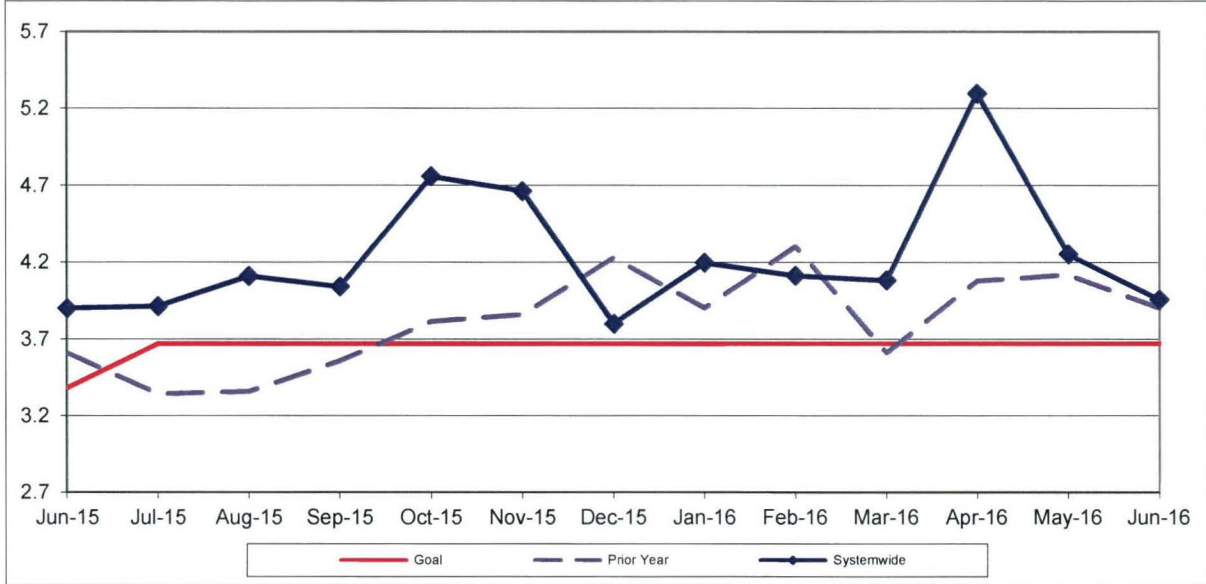
SAFETY PERFORMANCE

BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES

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

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

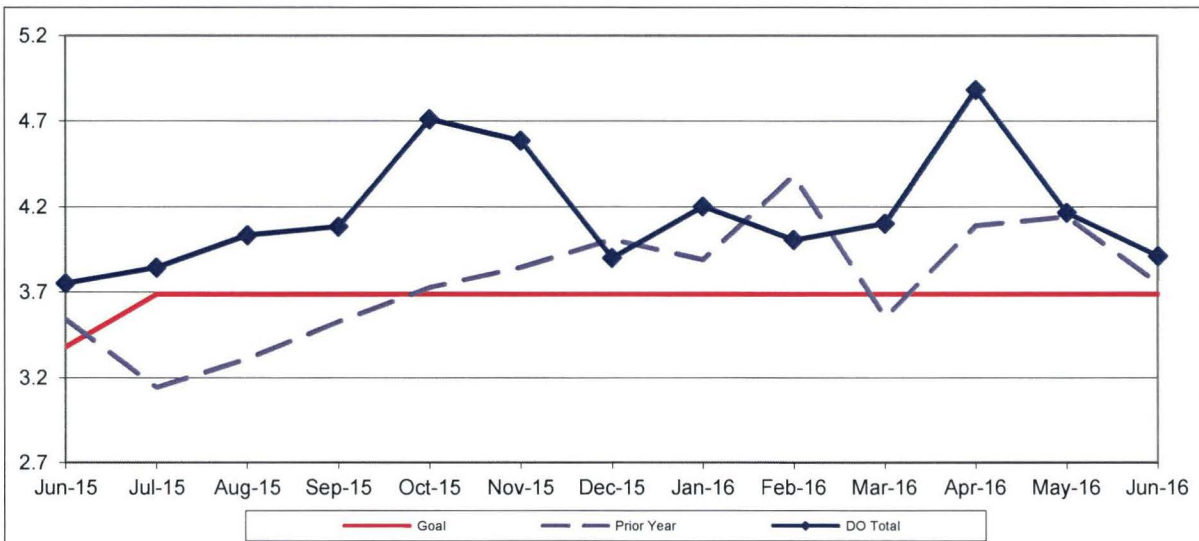
Bus Traffic Accidents per 100,000 Hub Miles - Systemwide Trend



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

Remaining Below the Goal line is the target.

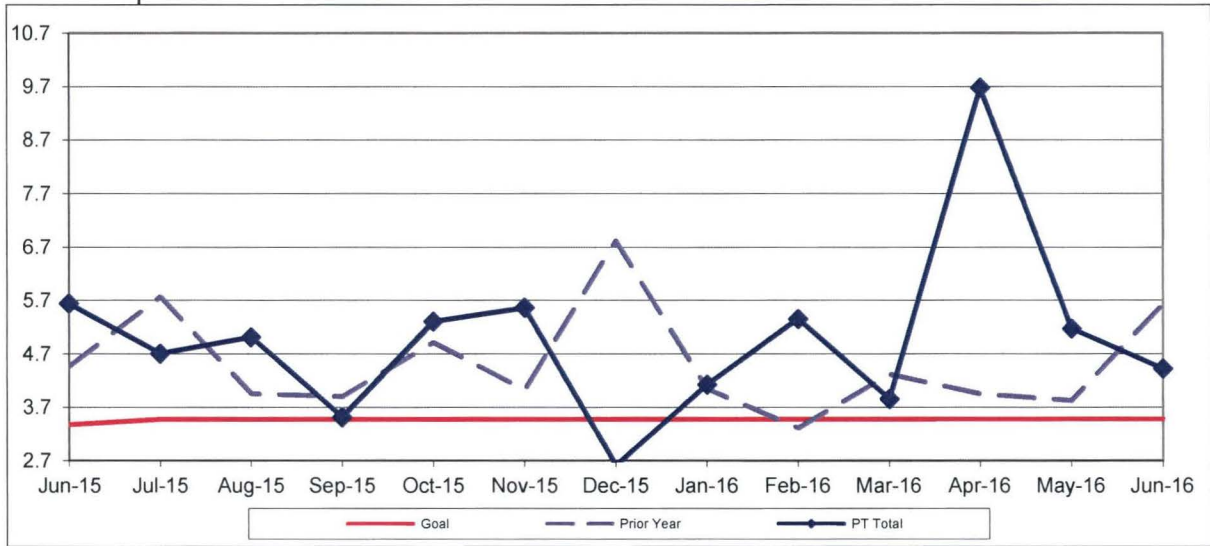
Bus Traffic Accidents per 100,000 Hub Miles - Directly Operated



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

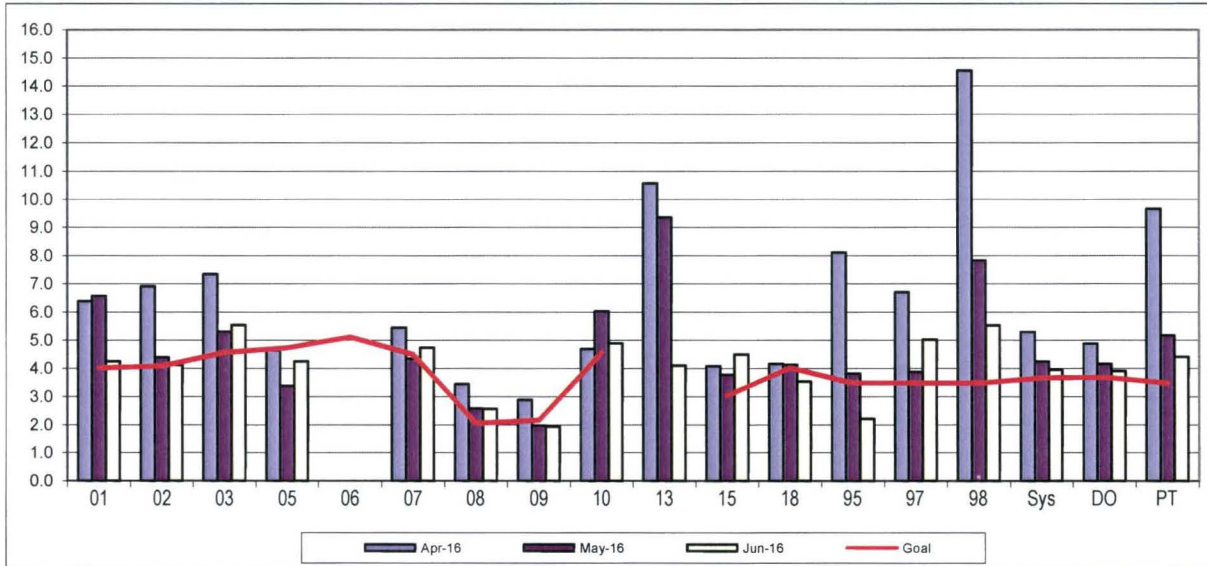
Remaining Below the Goal line is the target.

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



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

Bus Traffic Accidents per 100,000 Hub Miles - by Divisions Apr 2016 - Jun 2016

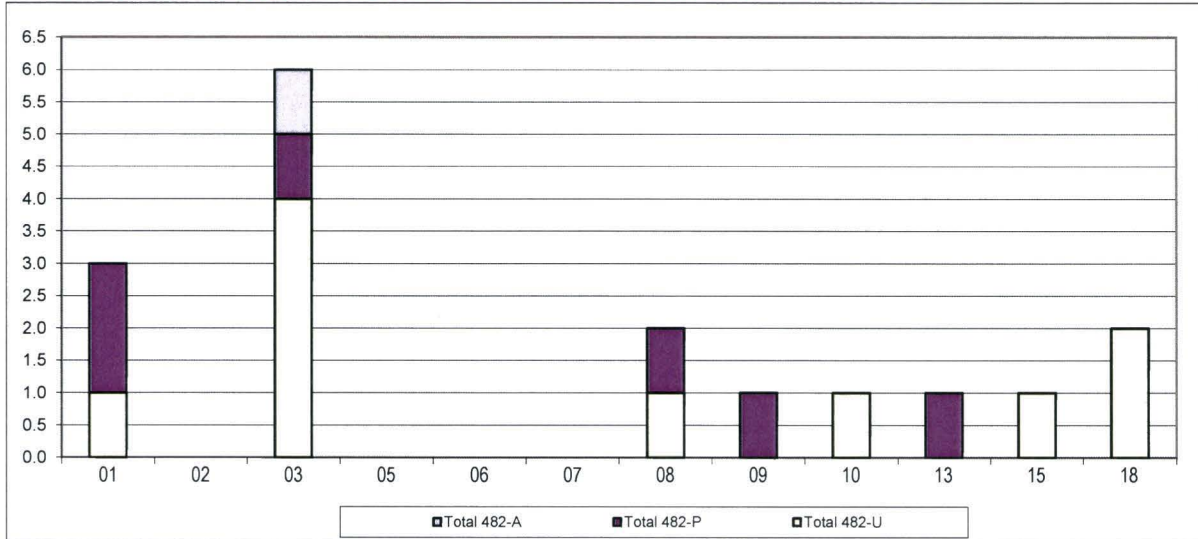


Number of 482 Accidents in Vehicle Accident Management System (VAMS) Download by Avoidable (A), Pending (P) or Unavoidable (U) Bus Operating Divisions - Jun 2016

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

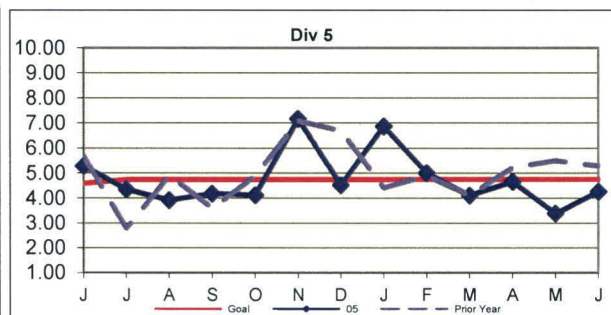
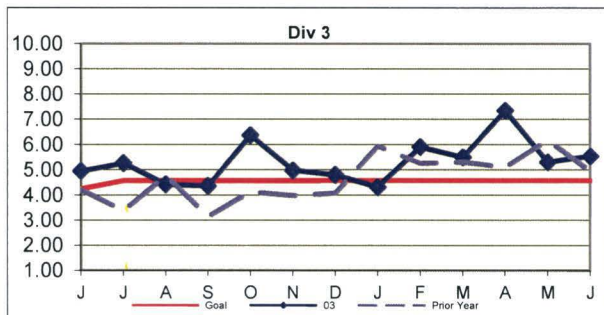
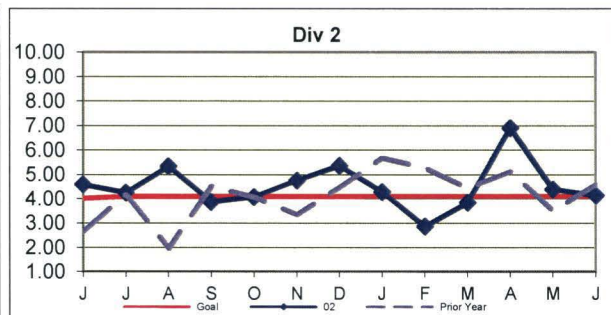
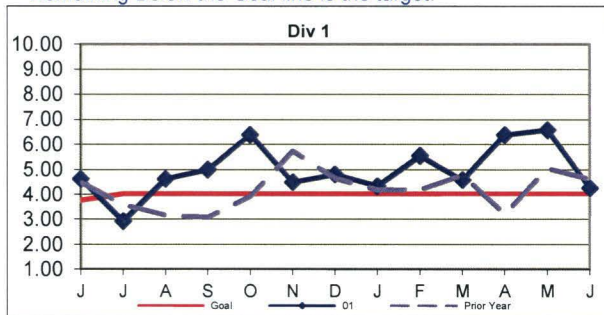
Calculation: Number of accidents in prior 13 months coded 482 "alleged" in the categories of avoidable (A), pending investigation (P) or unavoidable (U).

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



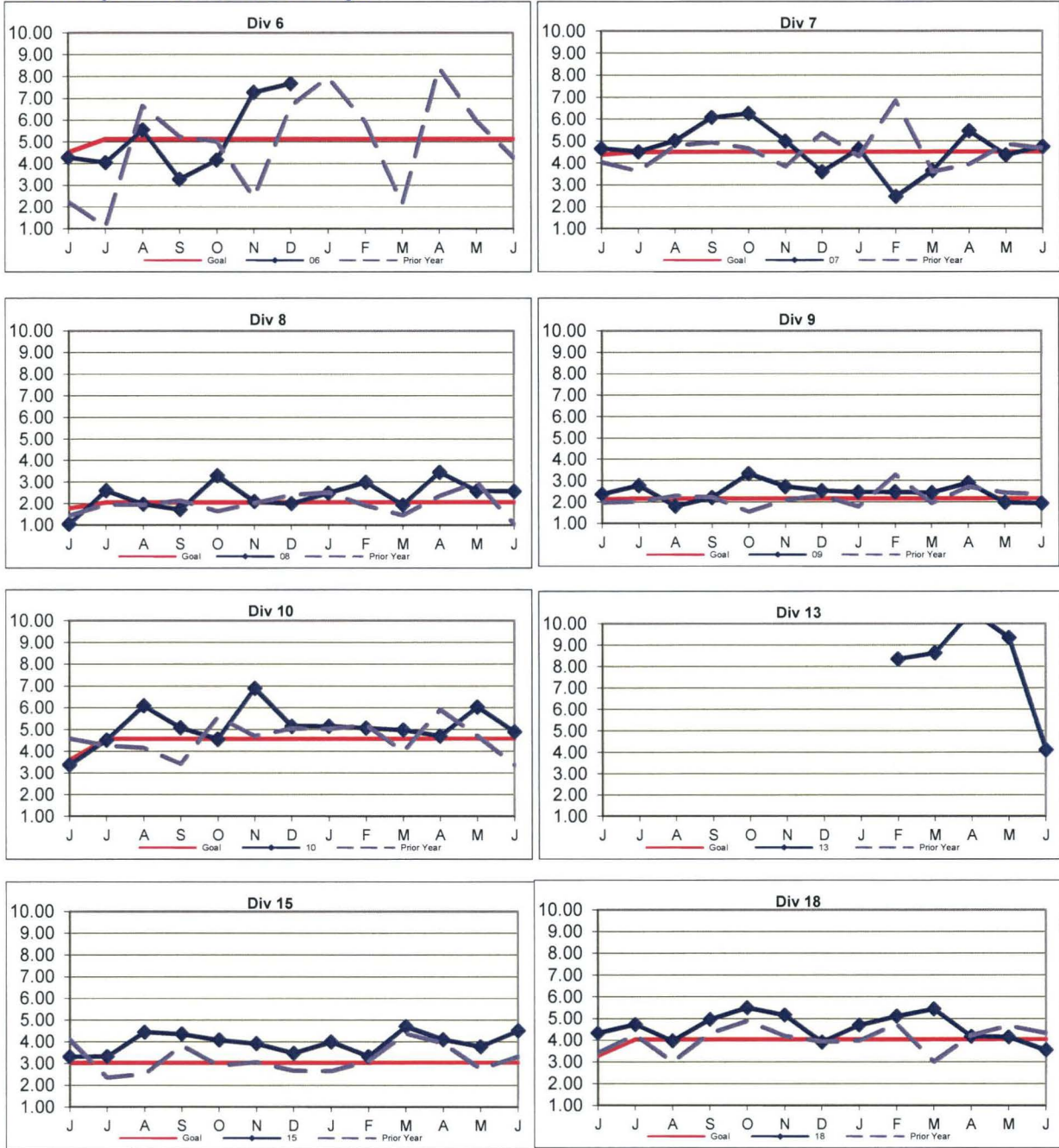
BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES Bus Operating Divisions

Remaining Below the Goal line is the target.



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

Remaining Below the Goal line is the target.

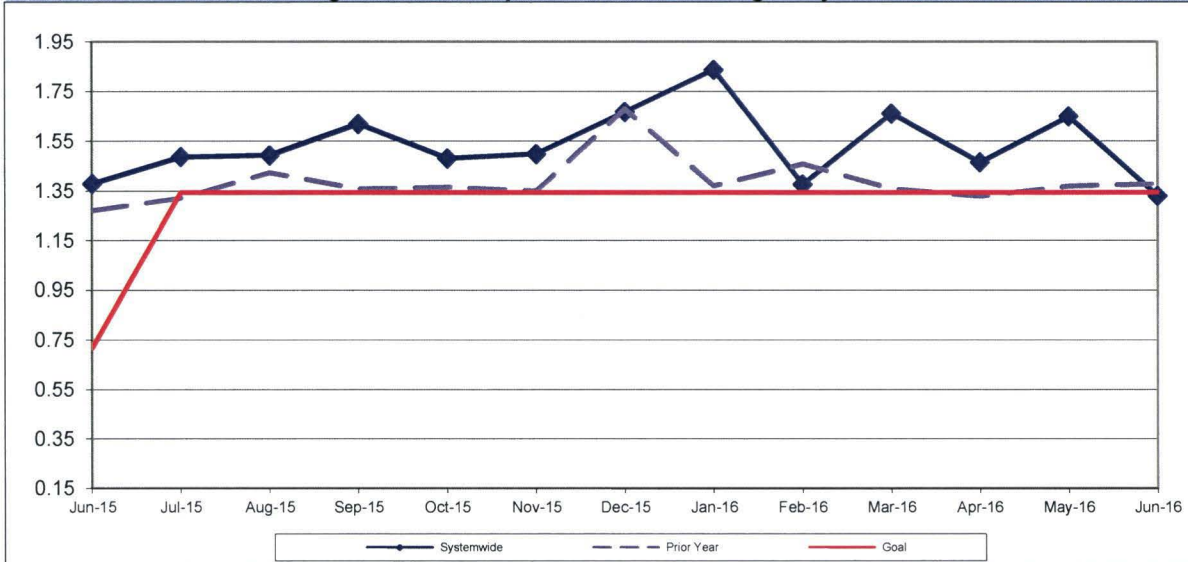


BUS PASSENGER ACCIDENTS PER 100,000 BOARDINGS

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

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

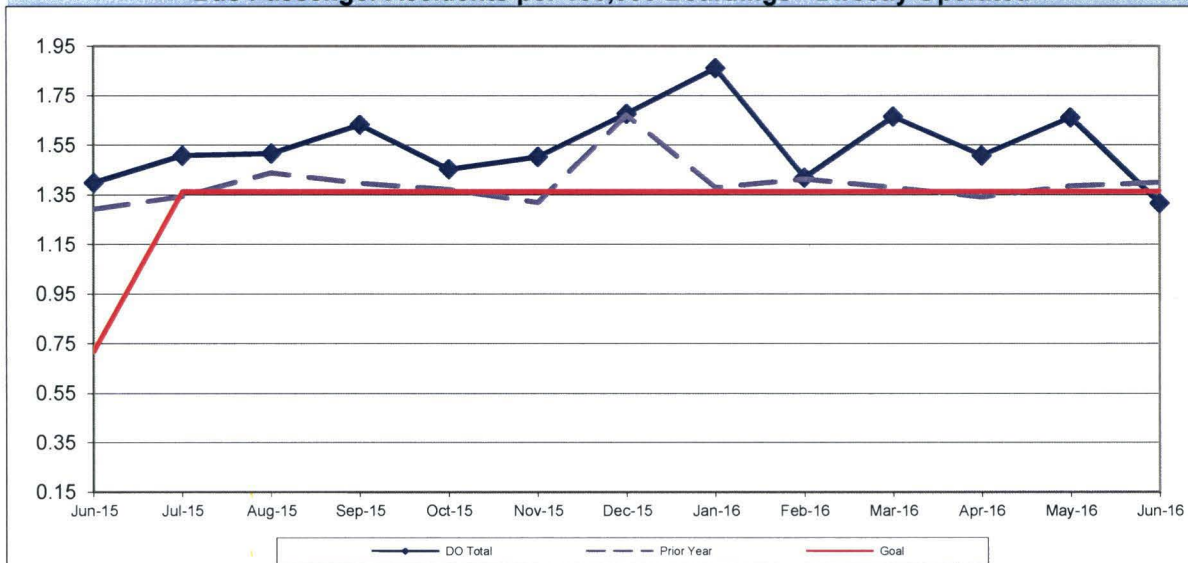
Bus Passenger Accidents per 100,000 Boardings - Systemwide Trend



Remaining Below the Goal line is the target.

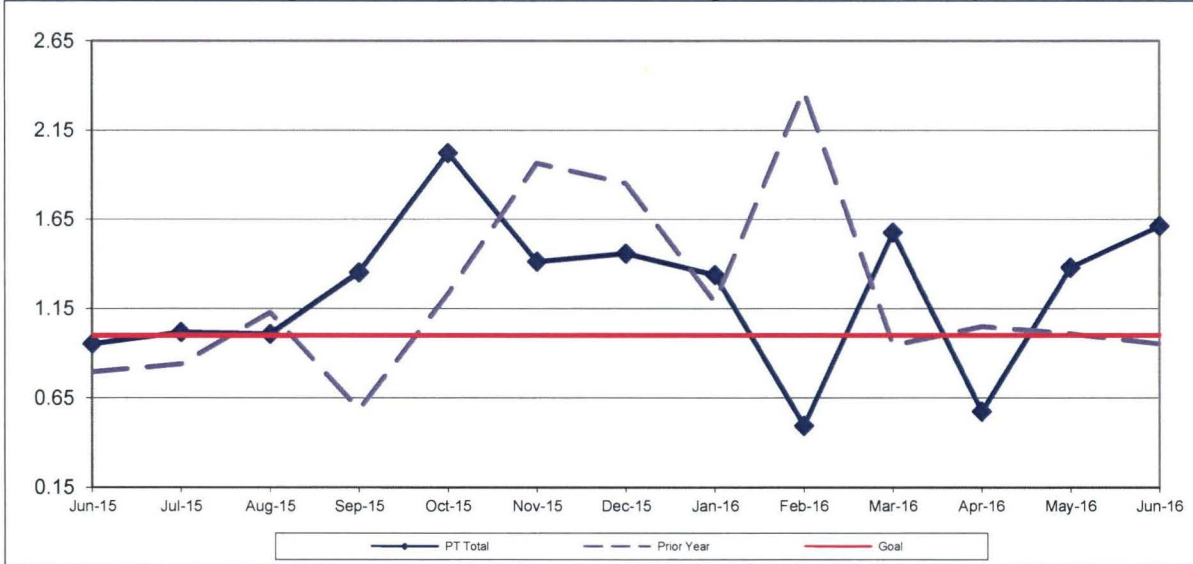
Note: The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of accidents and late filing of reports.

Bus Passenger Accidents per 100,000 Boardings - Directly Operated



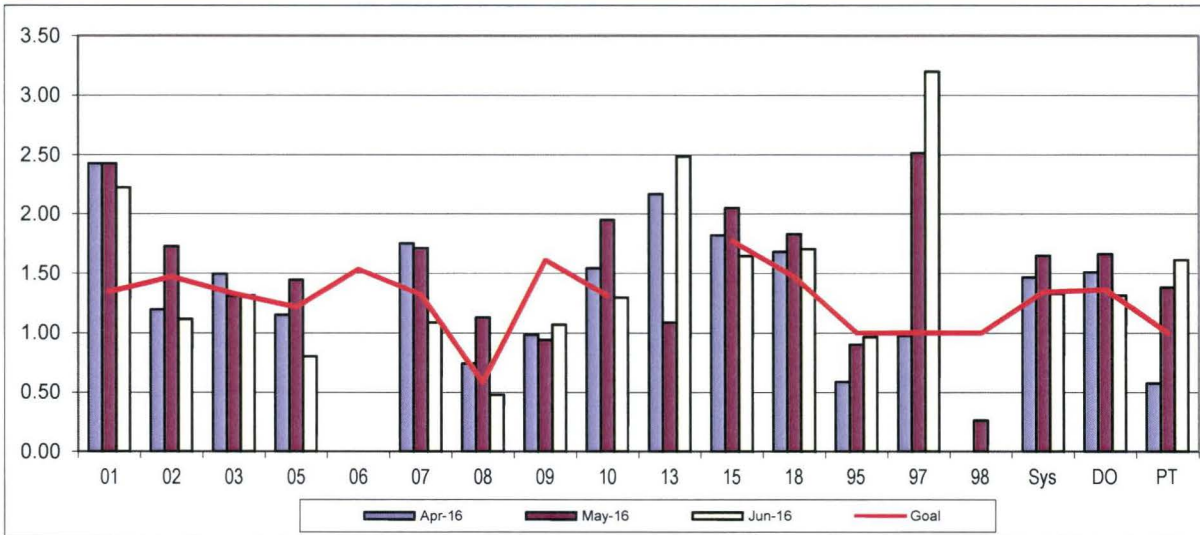
Remaining Below the Goal line is the target.

Bus Passenger Accidents per 100,000 Boardings - Purchased Transportation



Remaining Below the Goal line is the target.

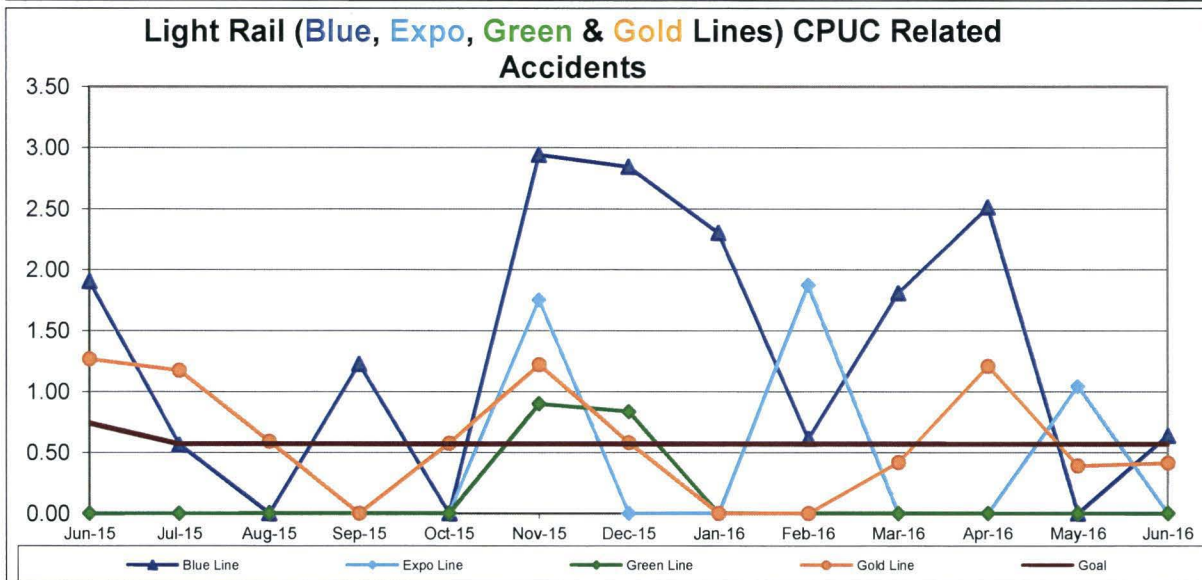
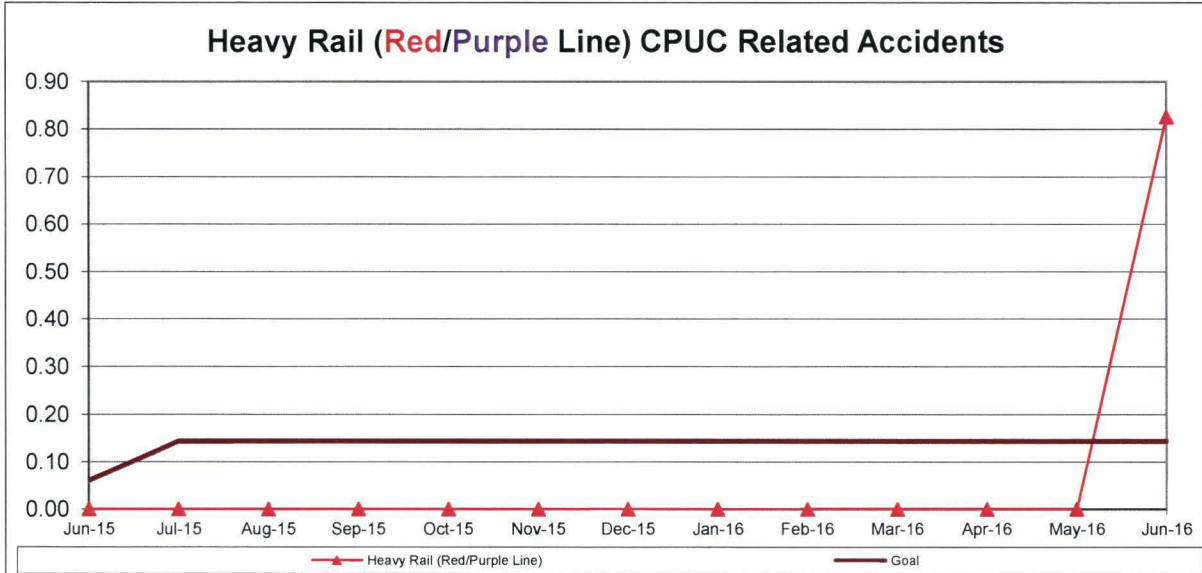
Bus Passenger Accidents per 100,000 Boardings - by Divisions Apr 2016 - Jun 2016



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

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

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

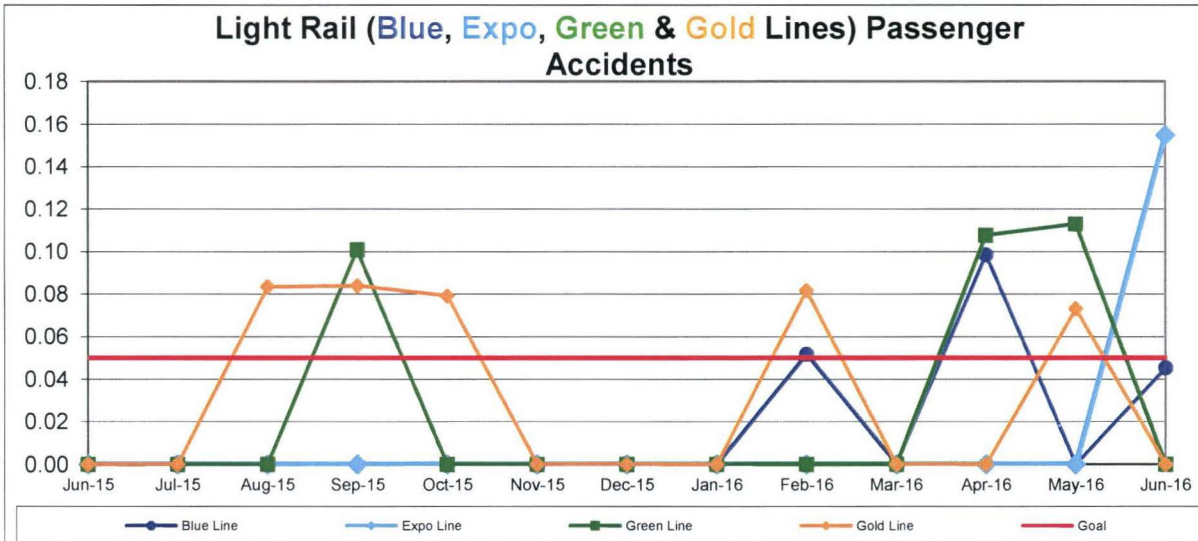
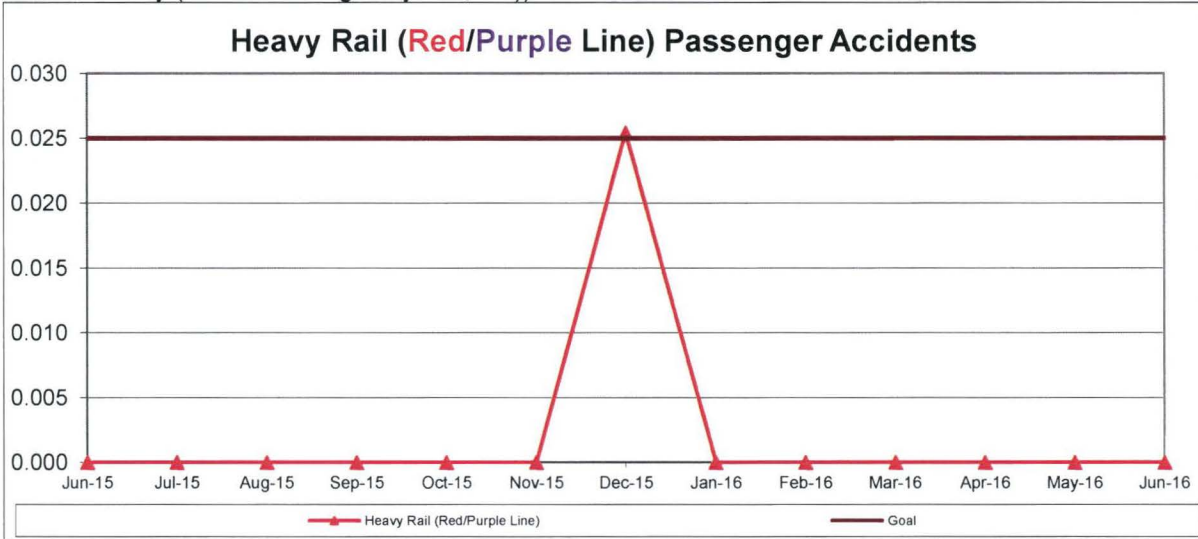


Remaining Below the Goal line is the target.

RAIL PASSENGER ACCIDENTS PER 100,000 BOARDINGS

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

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



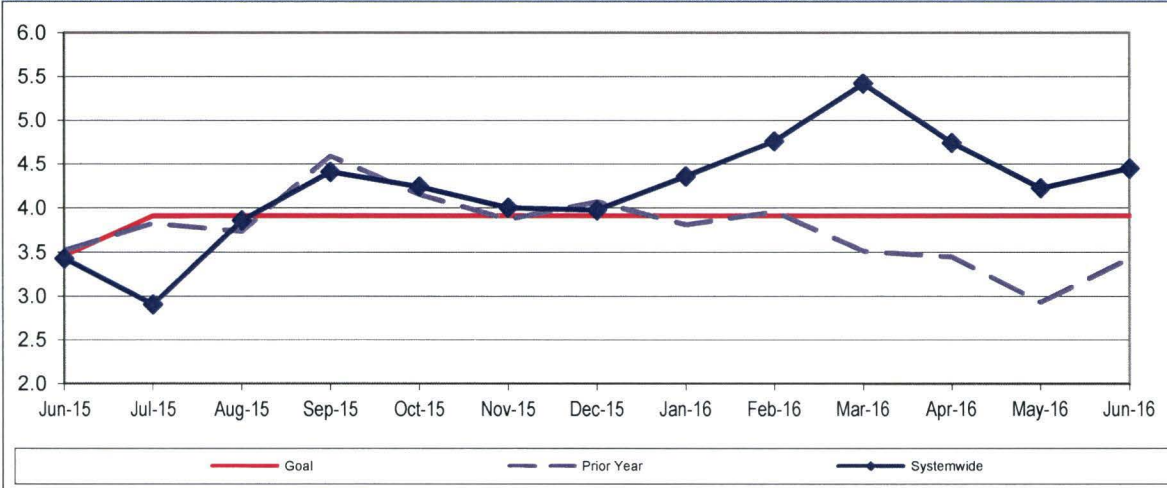
CUSTOMER SATISFACTION

COMPLAINTS PER 100,000 BOARDINGS

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

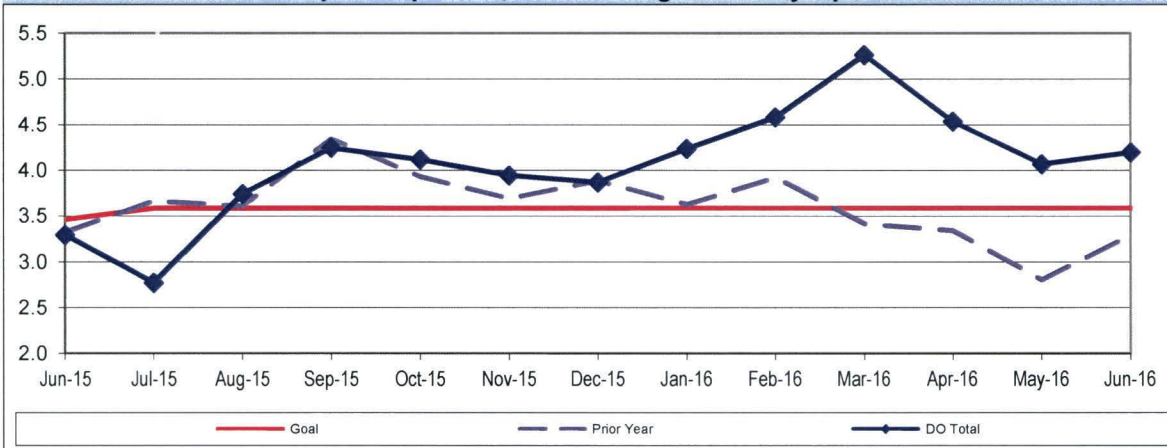
Calculation: Customer complaints per 100,000 Boardings = Complaints/(Boardings/100,000)

Complaints per 100,000 Boardings - Systemwide Trend



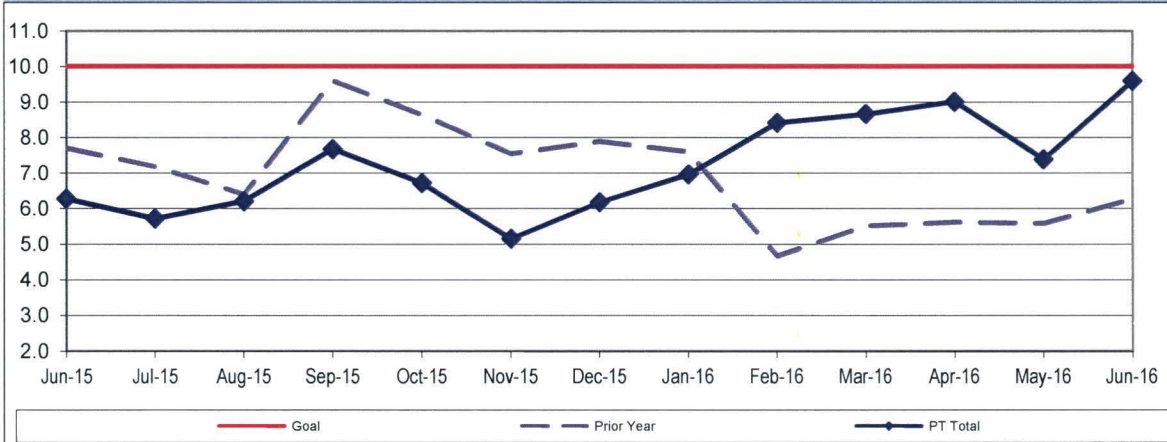
Remaining Below the Goal line is the target.

Complaints per 100,000 Boardings - Directly Operated



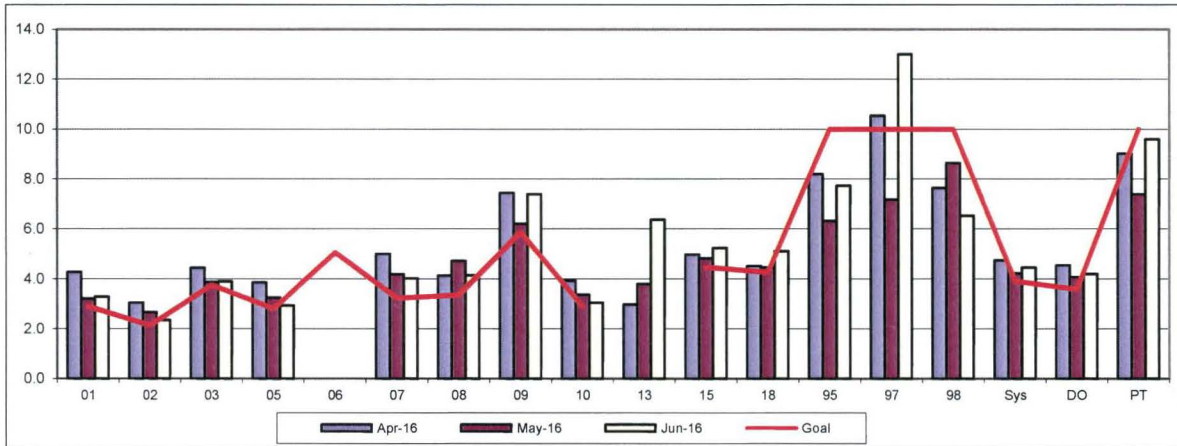
Remaining Below the Goal line is the target.

Complaints per 100,000 Boardings - Purchased Transportation

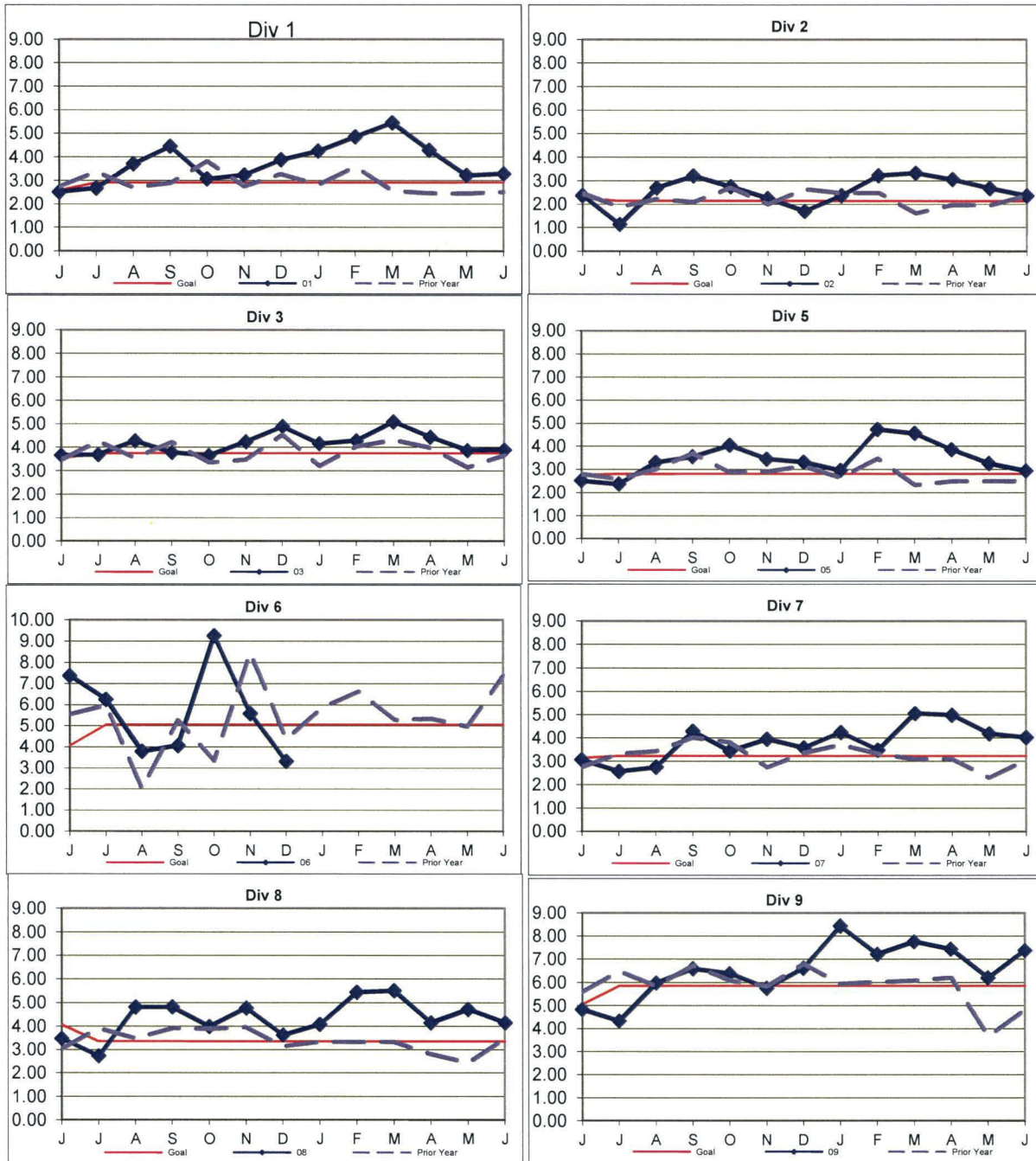


Remaining Below the Goal line is the target.

**Complaints per 100,000 Boardings by Division
Apr 2016 - Jun 2016**

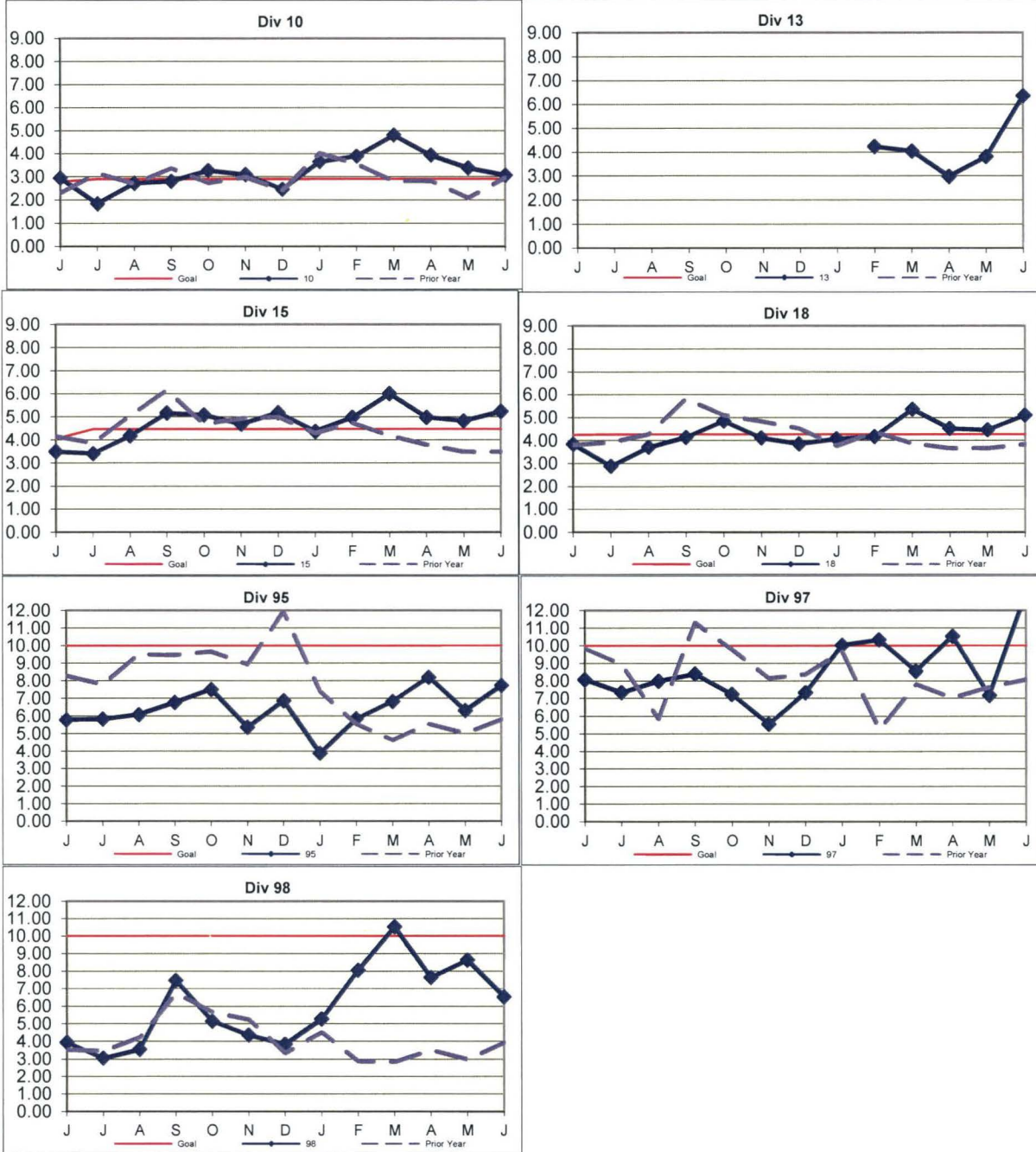


COMPLAINTS PER 100,000 BOARDINGS



Remaining Below the Goal line is the target.

COMPLAINTS PER 100,000 BOARDINGS - Continued



Remaining Below the Goal line is the target.

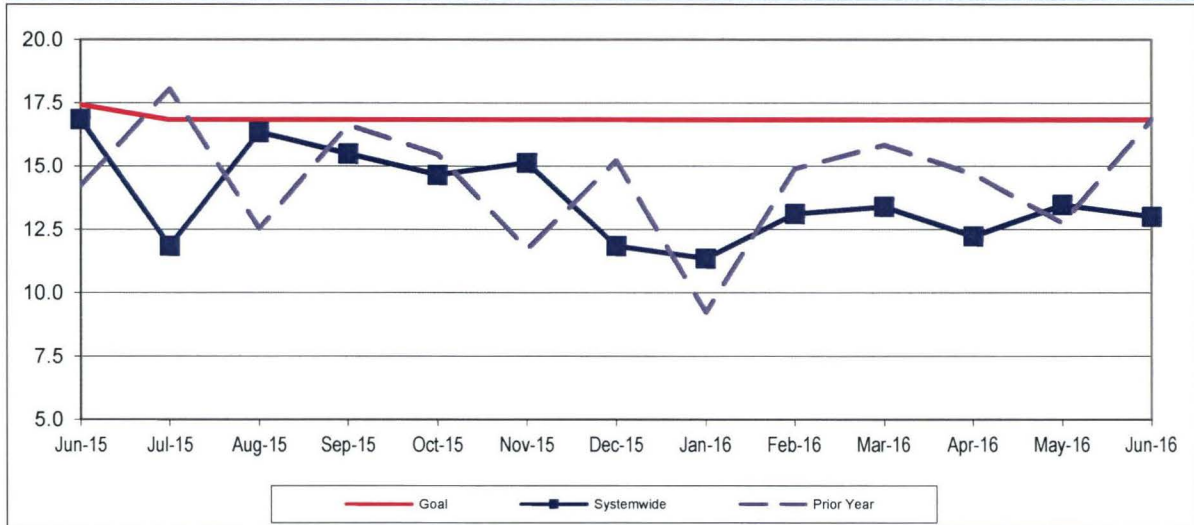
WORKERS COMPENSATION CLAIMS

New Workers Compensation Claims per 200,000 Exposure Hours

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

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

Bus Systemwide Trend



Transportation & Maintenance Performance combined.

Remaining Below the Goal line is the target.

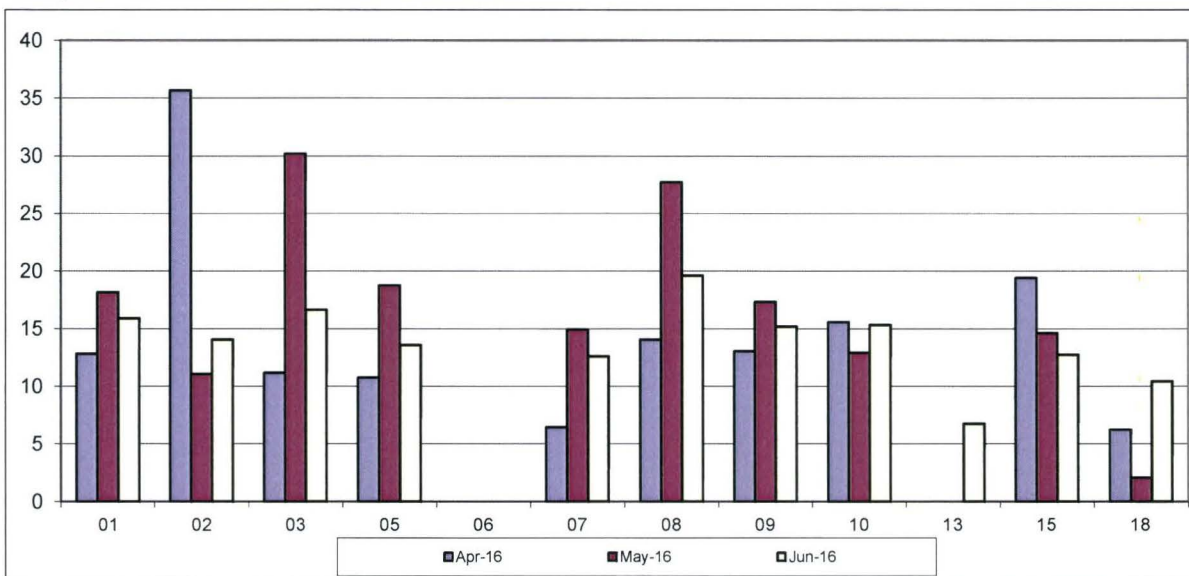
NEW CLAIMS PER 200,000 EXPOSURE HOURS - MONTH BY BUS DIVISION

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

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

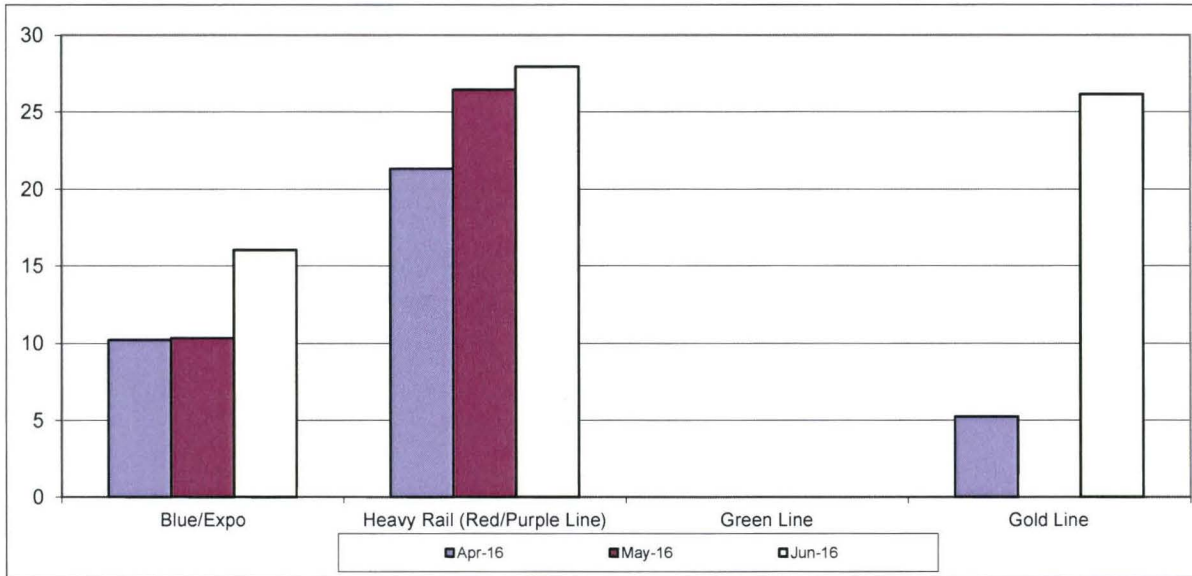
New Claims per 200,000 Exposure Hours by Division Apr 2016 - Jun 2016

Transportation & Maintenance Performance combined.



New Claims per 200,000 Exposure Hours - Rail by Line
Apr 2016 - Jun 2016

Transportation & Maintenance Performance combined.

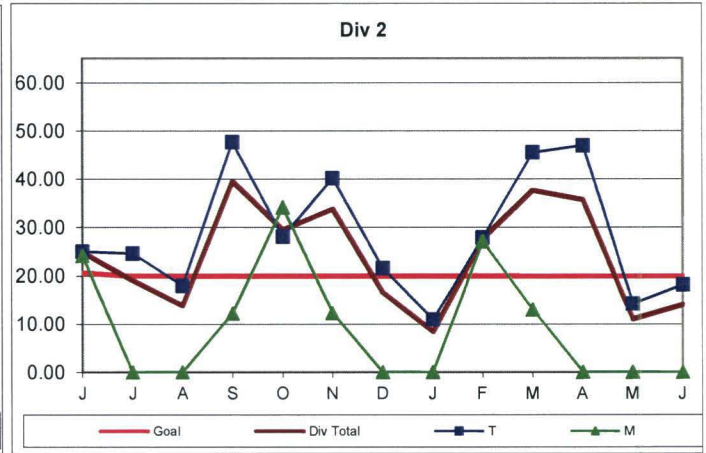
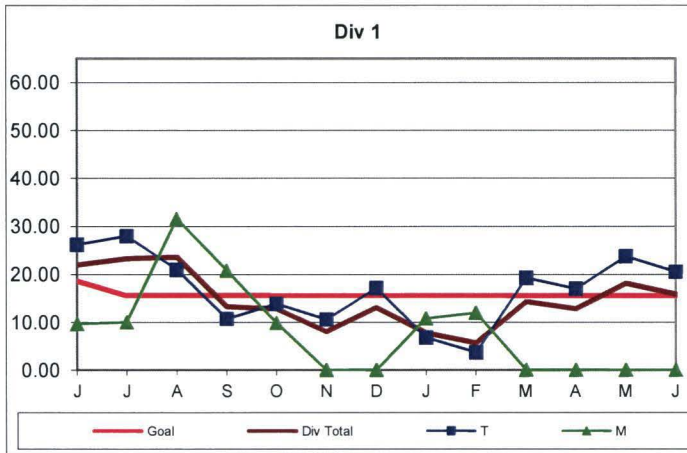


NEW WORKERS' COMPENSATION CLAIMS FILED PER 200,000 EXPOSURE HOURS

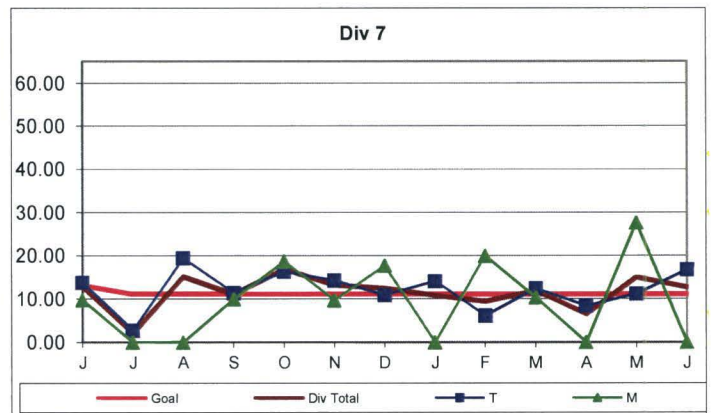
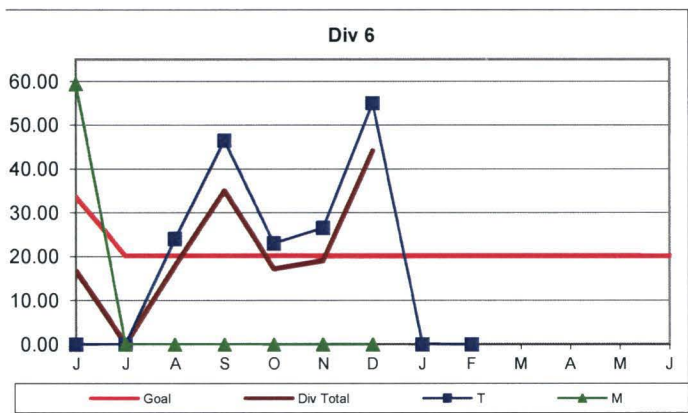
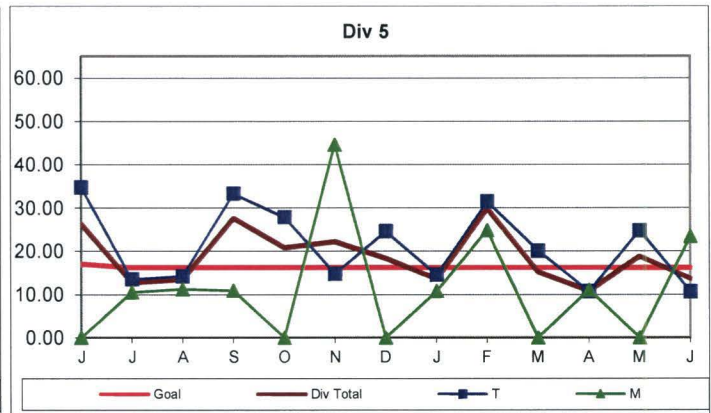
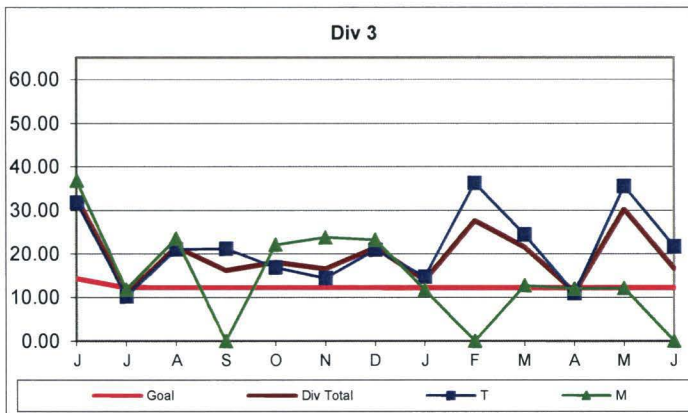
Bus Operating Divisions

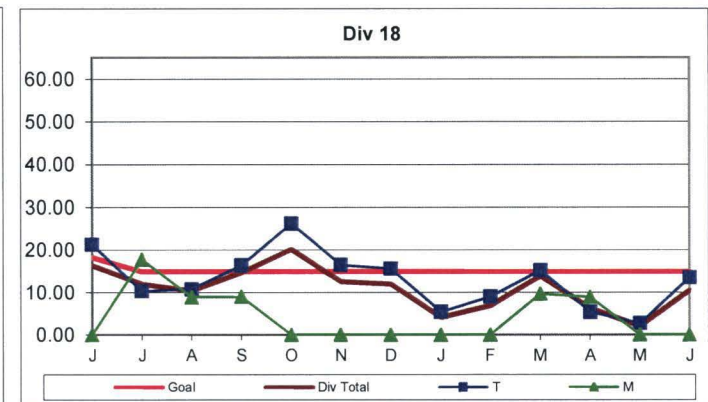
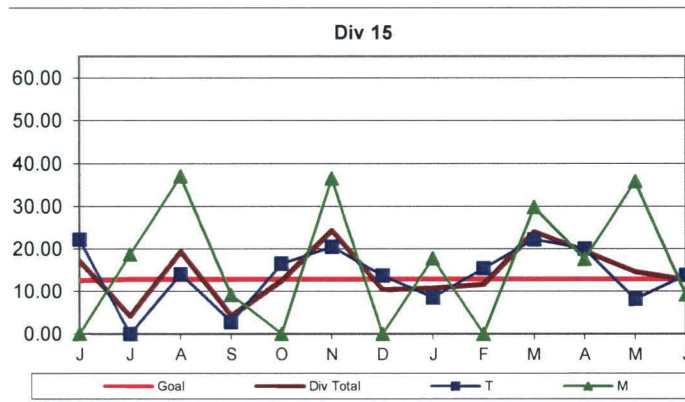
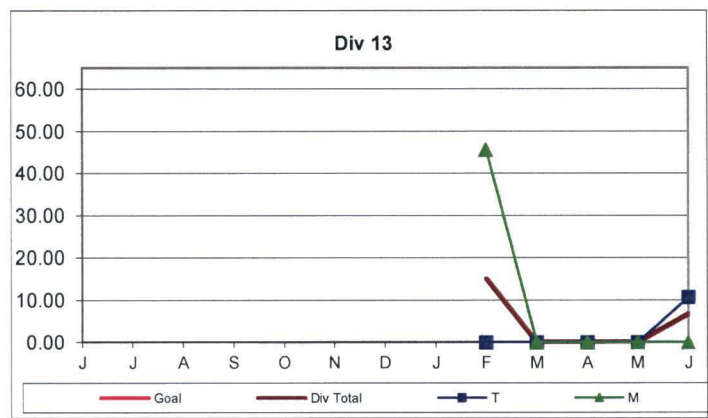
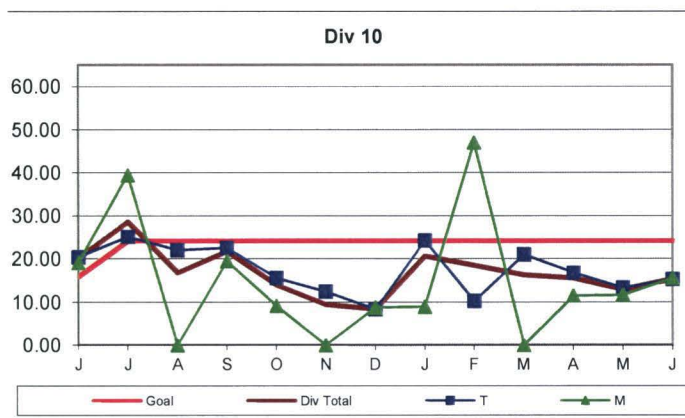
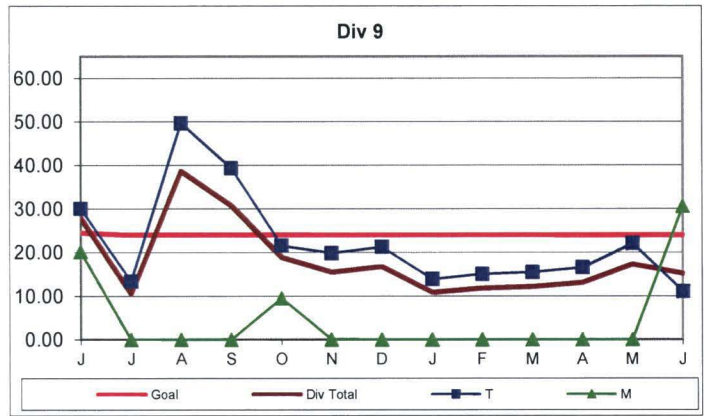
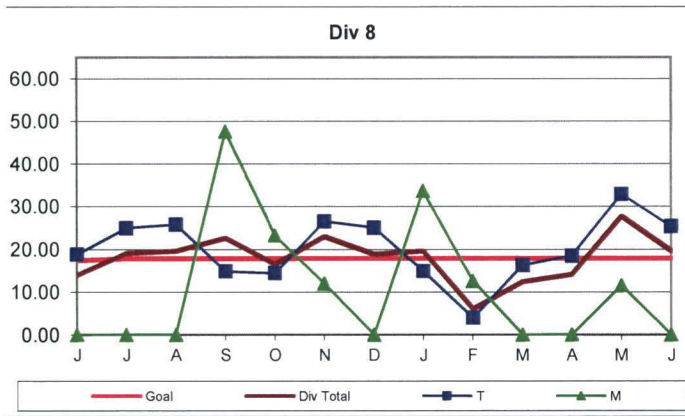
Definition: Number of new reported Workers Compensation Indemnity and Medical claims filed per 200,000 exposure hours. This indicator measures safety.

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



Remaining Below the Goal line is the target.





Remaining Below the Goal line is the target.

OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS

Systemwide and Bus Operating Divisions

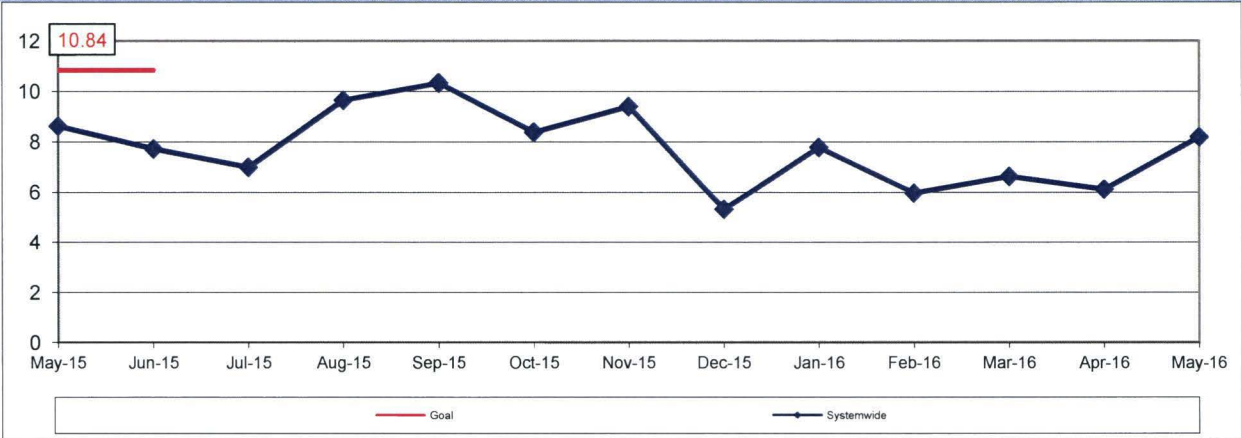
Definition: Work-related injuries and illnesses that result in: death, loss of consciousness, days away from work, restricted work activity or job transfer, or medical treatment beyond first aid which are filed per 200,000 exposure hours.

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

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

One month lag from current month

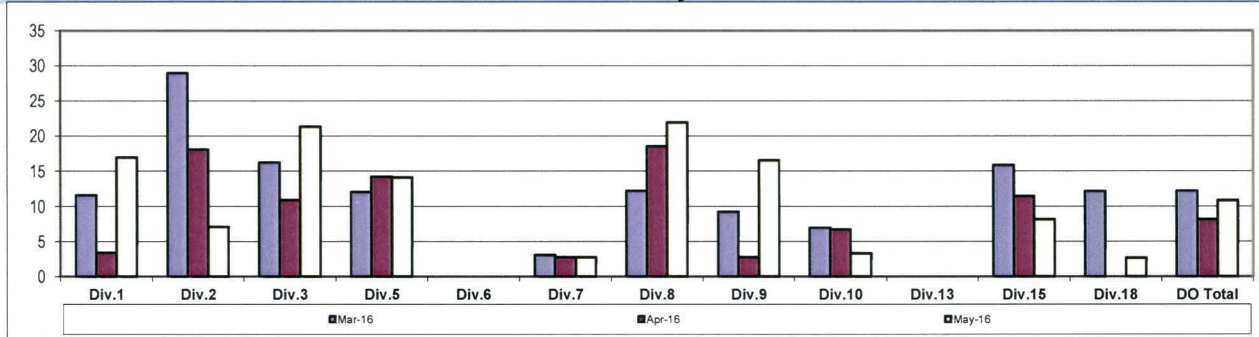
Bus Systemwide Operations OSHA Injuries Trend



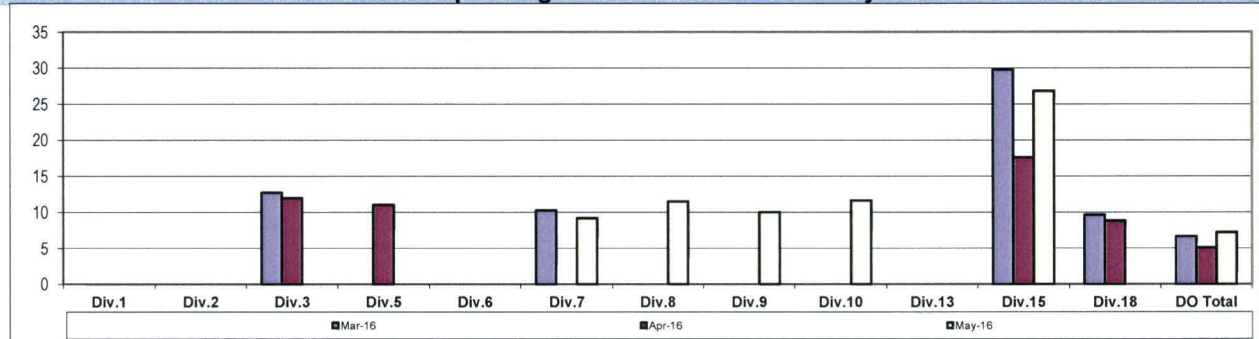
Remaining Below the Goal line is the target.

*no FY16 target

OSHA: Bus Operating Transportation Divisions - by Division Mar 2016 - May 2016

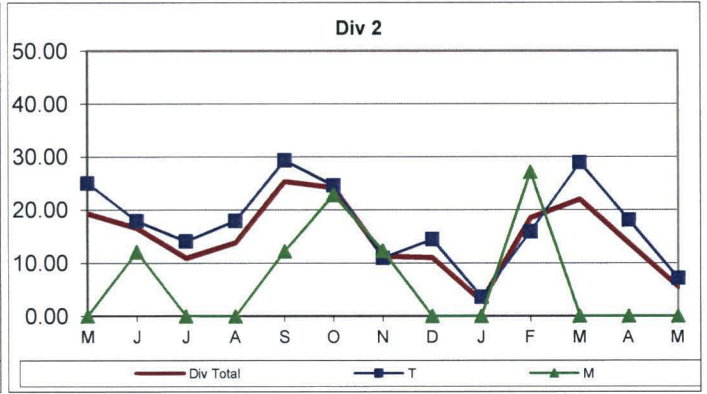
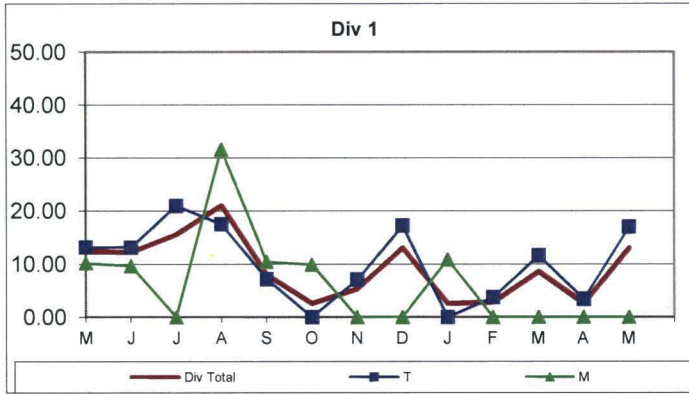


OSHA: Bus Operating Maintenance Divisions - by Division



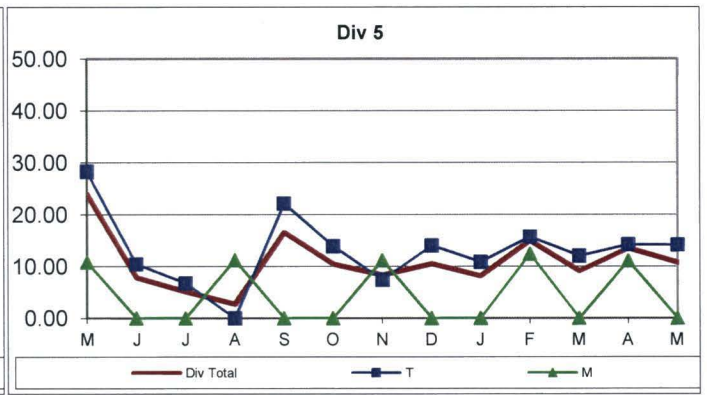
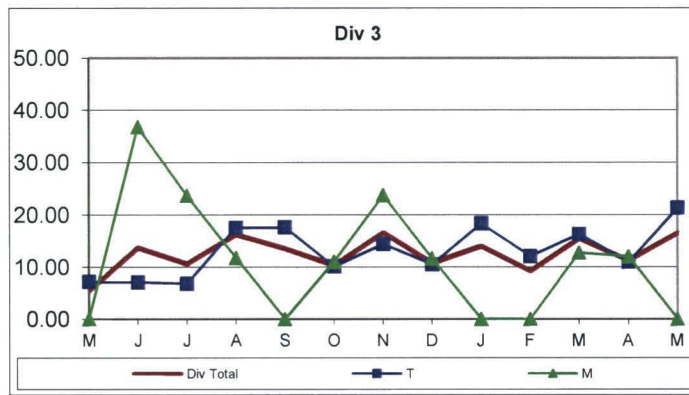
Remaining Below the Goal line is the target.

One month lag in reporting.

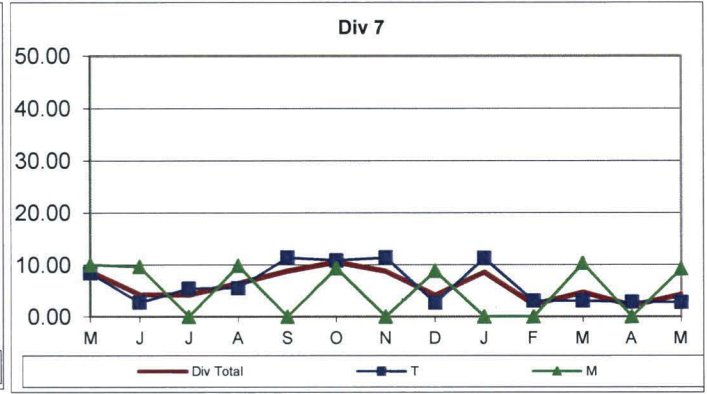
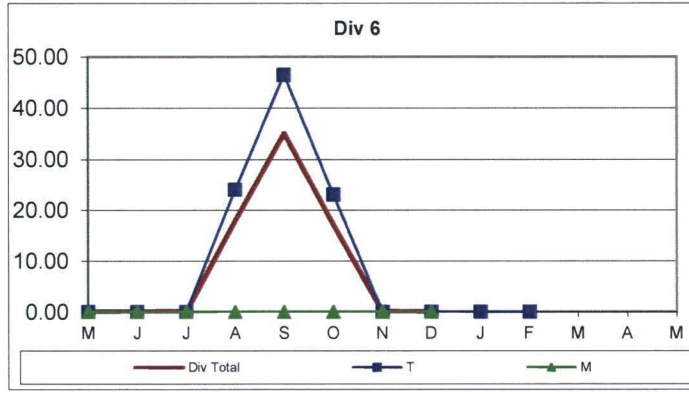


Remaining Below the Goal line is the target.

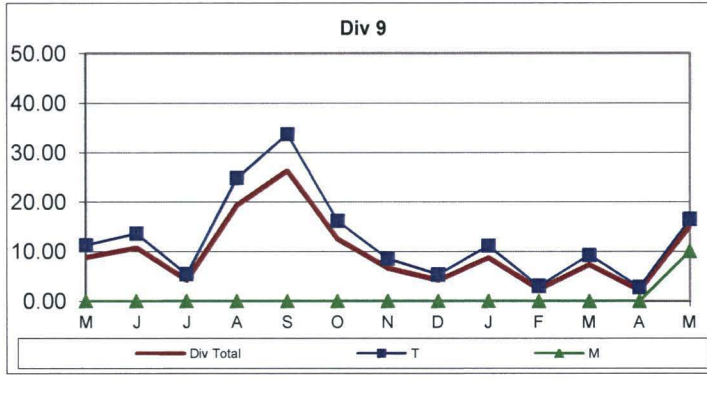
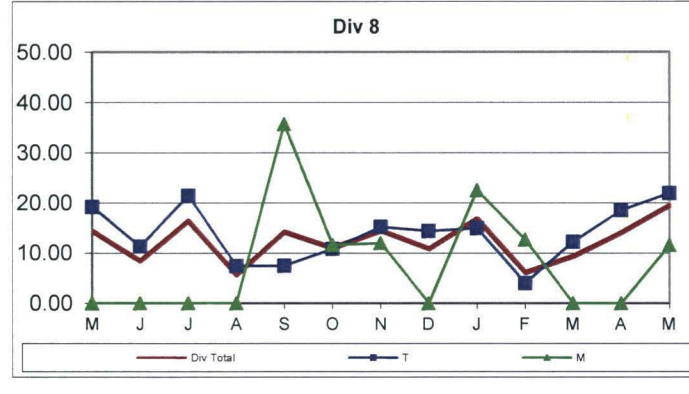
One month lag in reporting.



One month lag in reporting.

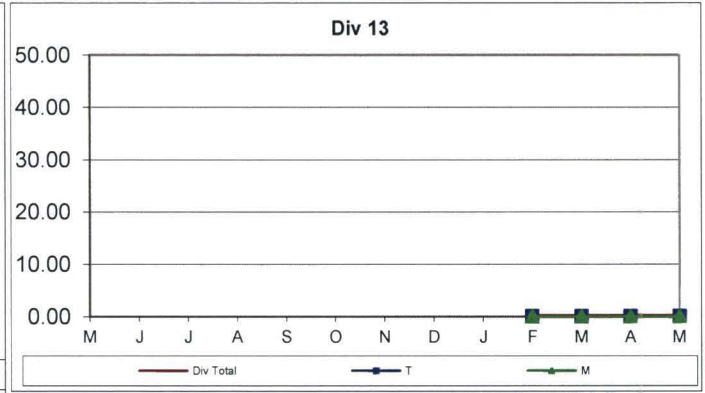
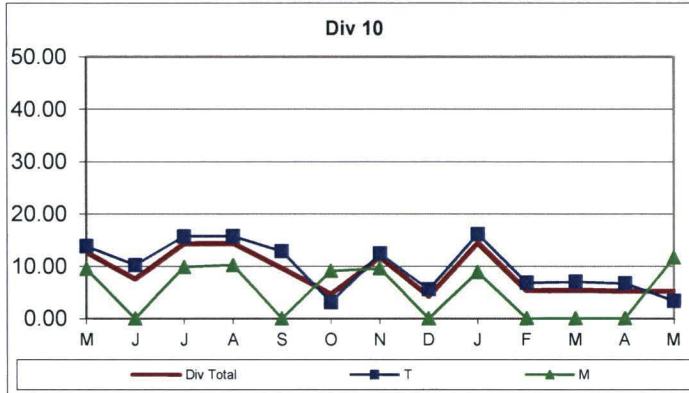


One month lag in reporting.

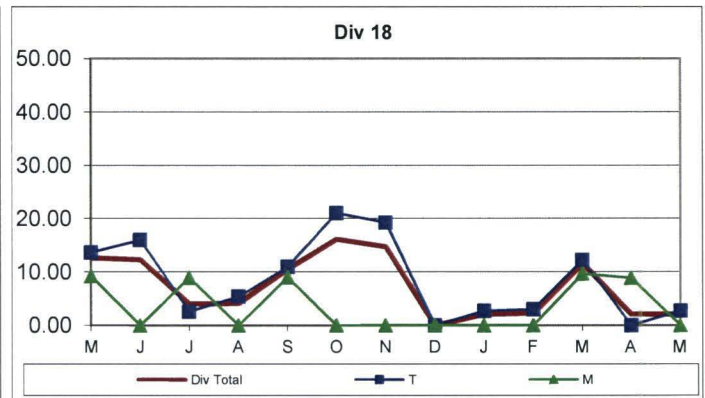
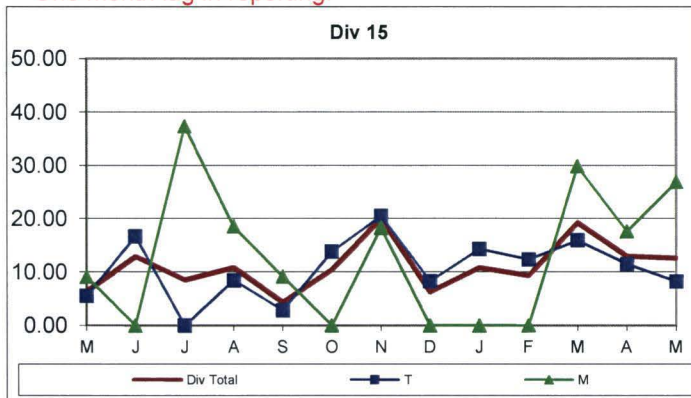


Remaining Below the Goal line is the target.

One month lag in reporting.



One month lag in reporting.



One month lag in reporting.

NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS Systemwide and Bus Operating Divisions

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

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

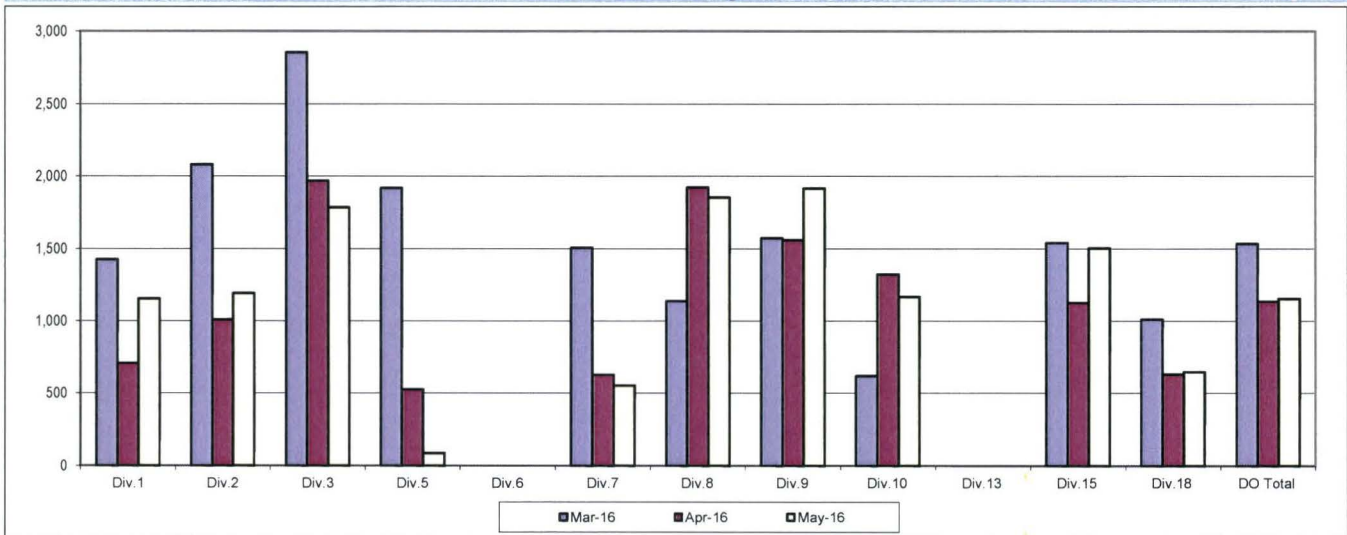
One month lag from current month

LWD Systemwide Trend



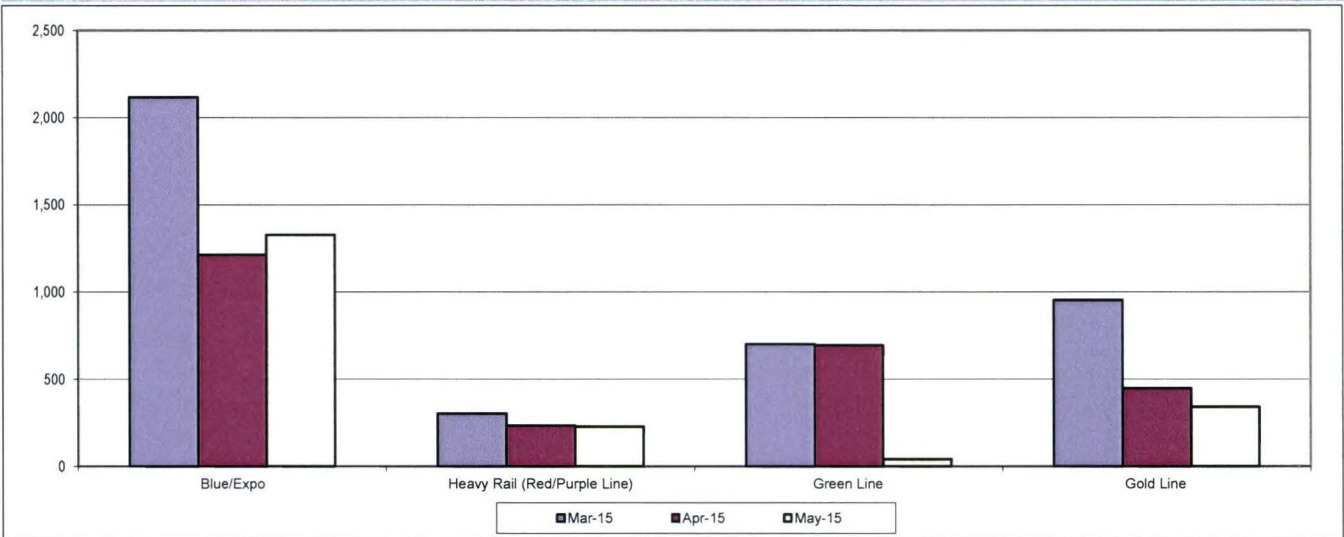
One month lag from current month

LWD/200,000 Exposure Hours per Operating Divisions - by Bus Division Mar 2016 - May 2016



One month lag from current month

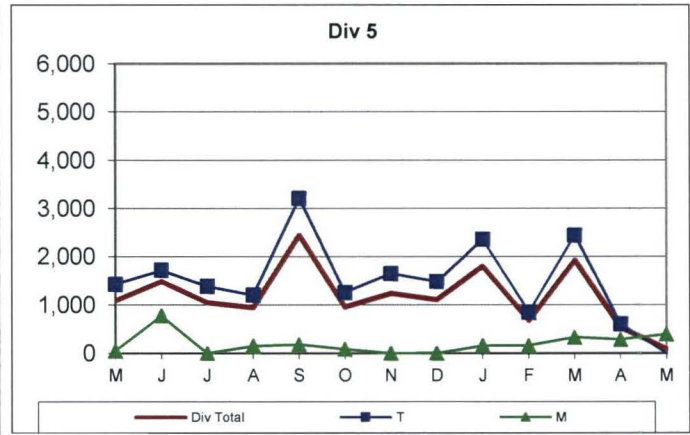
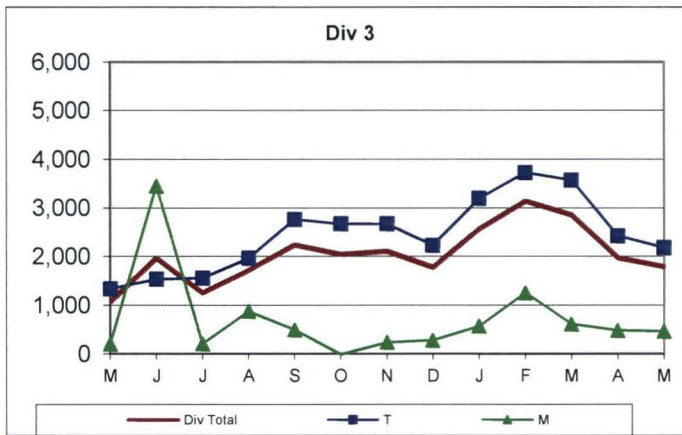
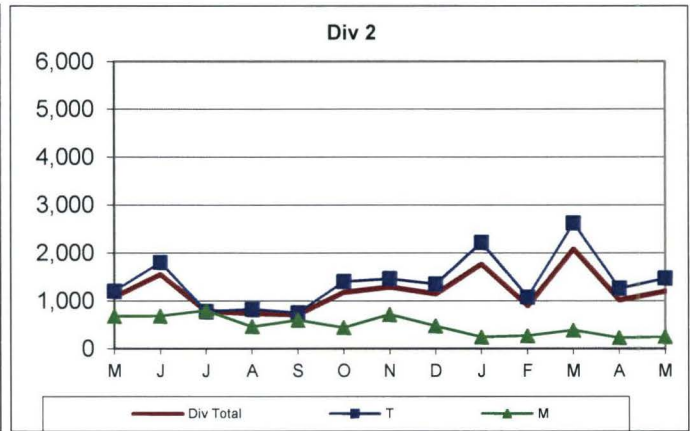
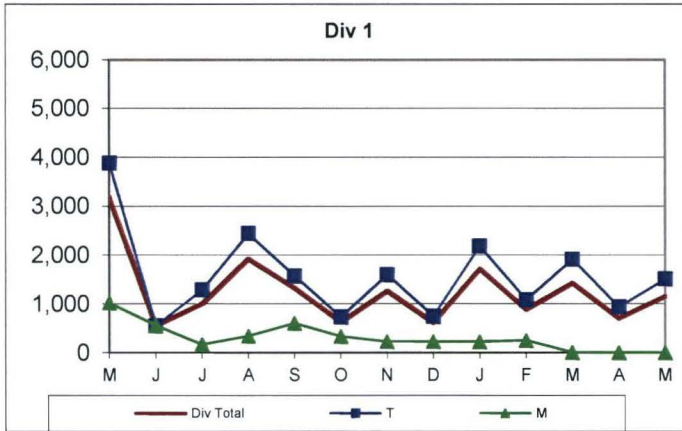
LWD/200,000 Exposure Hours per Operating Divisions - by Rail Division Mar 2016 - May 2016

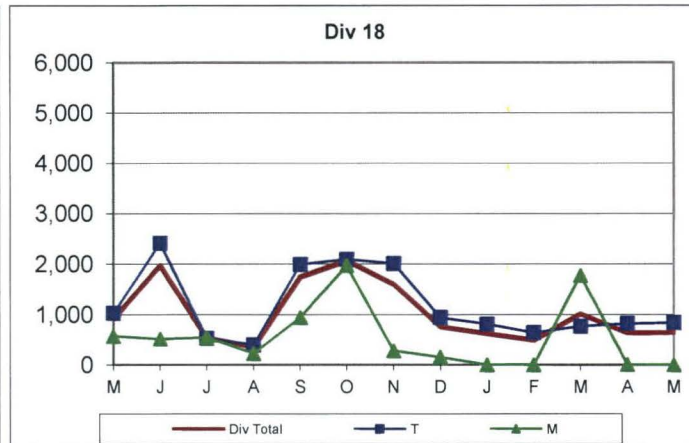
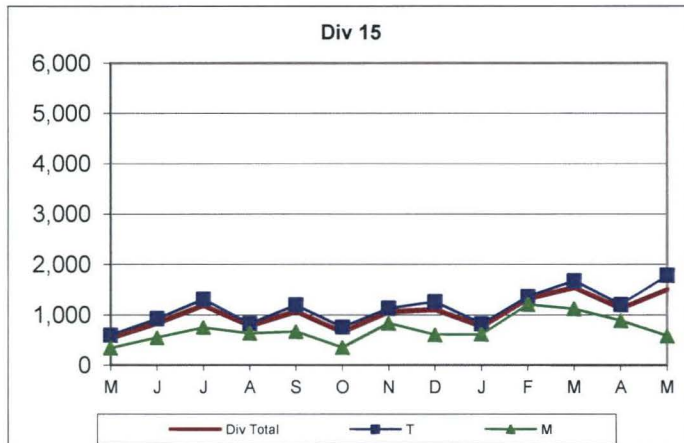
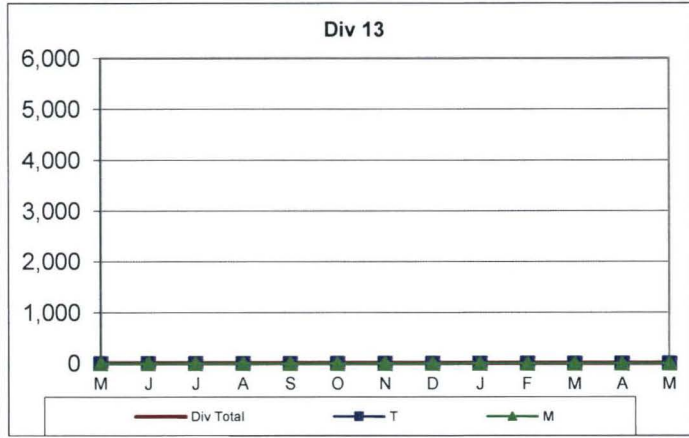
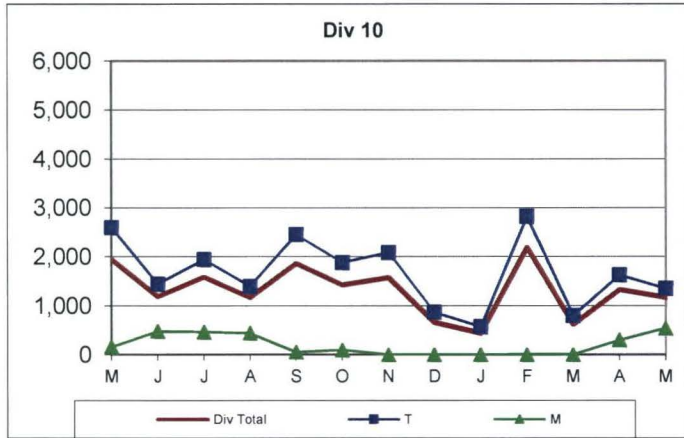
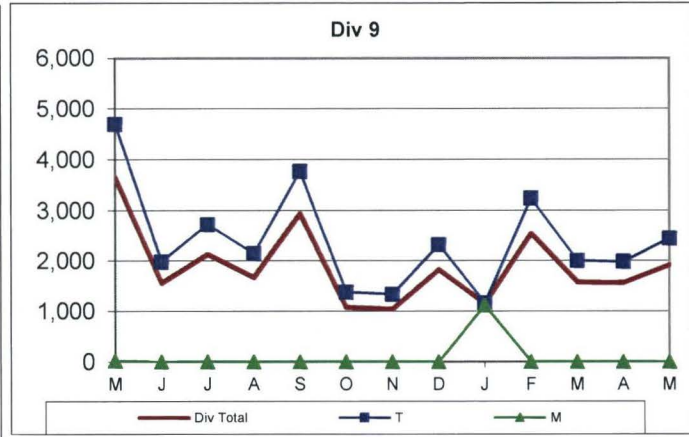
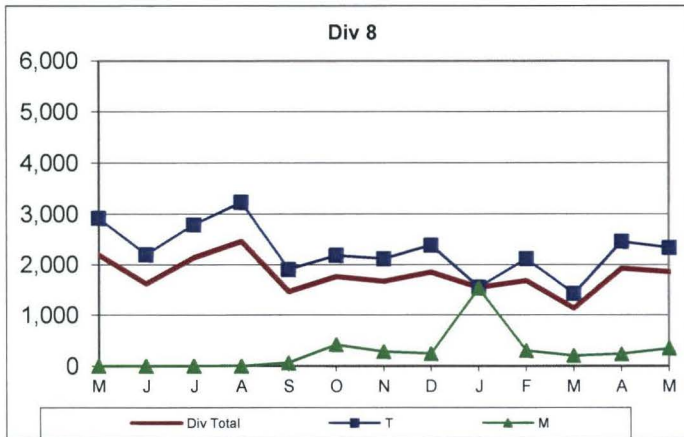
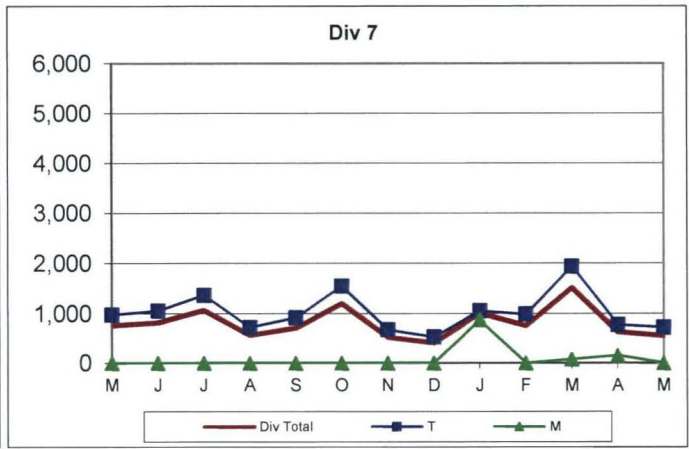
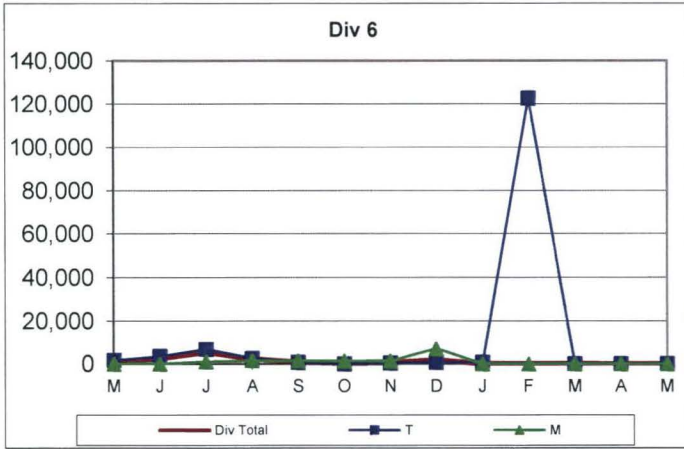


LWD/200,000 Exposure Hours per Operating Divisions - by Bus Division

One month lag in reporting.

Lower is better.





One month lag in reporting.

"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

**Monthly Calculations - Jun 2016
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	1	2	3	5	7	8	9	10	13	15	18
In-Service On-Time Performance	10%	71.02%	73.51%	73.32%	72.86%	70.08%	81.30%	76.45%	67.47%	69.31%	75.80%	71.94%
Points		4	8	7	6	3	11	10	1	2	9	5
Miles Between Total Road Calls	30%	3,173.1	5,726.9	3,807.7	5,999.3	4,219.5	4,766.9	3,806.2	2,710.7	2,838.1	4,143.0	4,041.5
Points		3	10	5	11	8	9	4	1	2	7	6
Past Due PMPs	25%	0.005	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Points		1	2	2	2	2	2	2	2	2	2	2
Bus Cleanliness	25%	8.78	8.59	8.63	8.82	8.68	8.77	8.71	8.35	8.75	8.87	8.78
Points		9	2	3	10	4	7	5	1	6	11	8
New WC Claims /200,000 Exp Hrs	10%	0.00	0.00	0.00	23.38	0.00	0.00	30.53	15.53	0.00	9.20	0.00
Points		5	5	5	2	5	5	1	3	5	4	5
Totals		4.30	5.30	3.95	7.10	4.70	6.55	4.05	1.45	3.30	6.65	5.30
		7	4	9	1	6	3	8	11	10	2	4
FINAL RANKING		Maintenance Division Ranking (Sorted)										
DIV.		5	15	8	2	18	7	1	9	3	13	10
Score		7.10	6.65	6.55	5.30	5.30	4.70	4.30	4.05	3.95	3.30	1.45
Rank		1	2	3	4	4	6	7	8	9	10	11

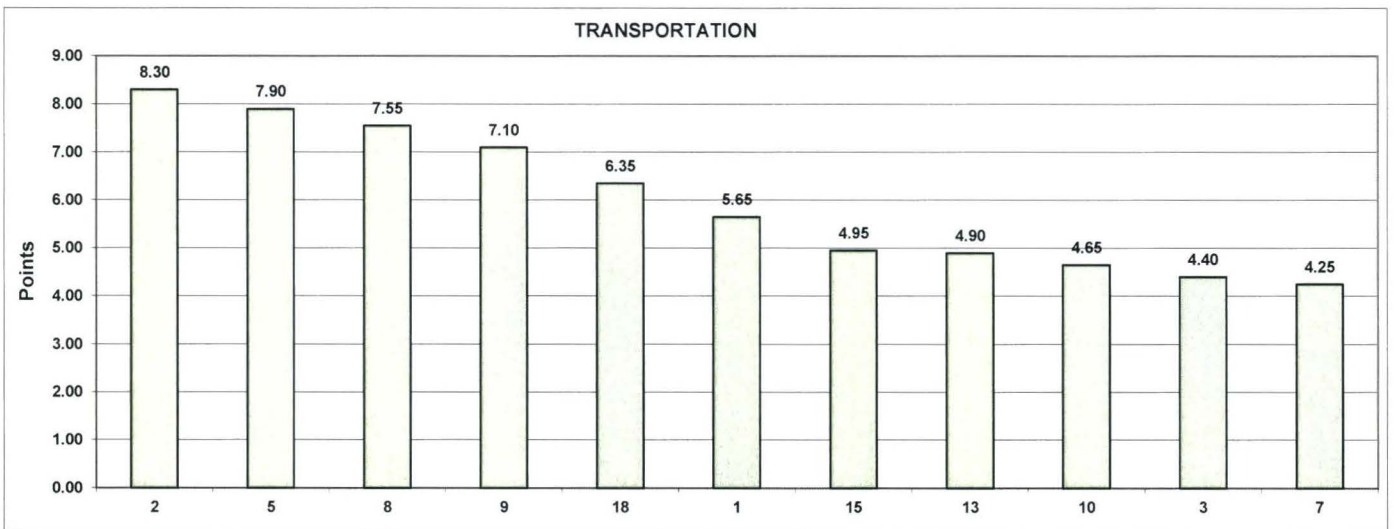


**Monthly Calculations - Jun 2016
Metro Bus - Transportation**

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	1	2	3	5	7	8	9	10	13	15	18
In-Service On-Time Performance	20%	71.02%	73.51%	73.32%	72.86%	70.08%	81.30%	76.45%	67.47%	69.31%	75.80%	71.94%
Points		4	8	7	6	3	11	10	1	2	9	5
Accident Rate	35%	4.26	4.13	5.54	4.26	4.74	2.57	1.94	4.89	4.11	4.50	3.53
Points		5	7	1	6	3	10	11	2	8	4	9
Complaints/100K Boardings	35%	3.29	2.36	3.89	2.94	4.02	4.15	7.39	3.06	6.36	5.23	5.11
Points		8	11	7	10	6	5	1	9	2	3	4
New WC Claims /200,000 Exp Hrs	10%	20.51	18.18	21.65	10.62	16.71	25.30	11.02	15.27	10.65	13.83	13.51
Points		3	4	2	11	5	1	9	6	10	7	8
Totals		5.65	8.30	4.40	7.90	4.25	7.55	7.10	4.65	4.90	4.95	6.35
		6	1	10	2	11	3	4	9	8	7	5
FINAL RANKING		Transportation Division Ranking (Sorted)										
	DIV.	2	5	8	9	18	1	15	13	10	3	7
	Score	8.30	7.90	7.55	7.10	6.35	5.65	4.95	4.90	4.65	4.40	4.25
	Rank	1	2	3	4	5	6	7	8	9	10	11



"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

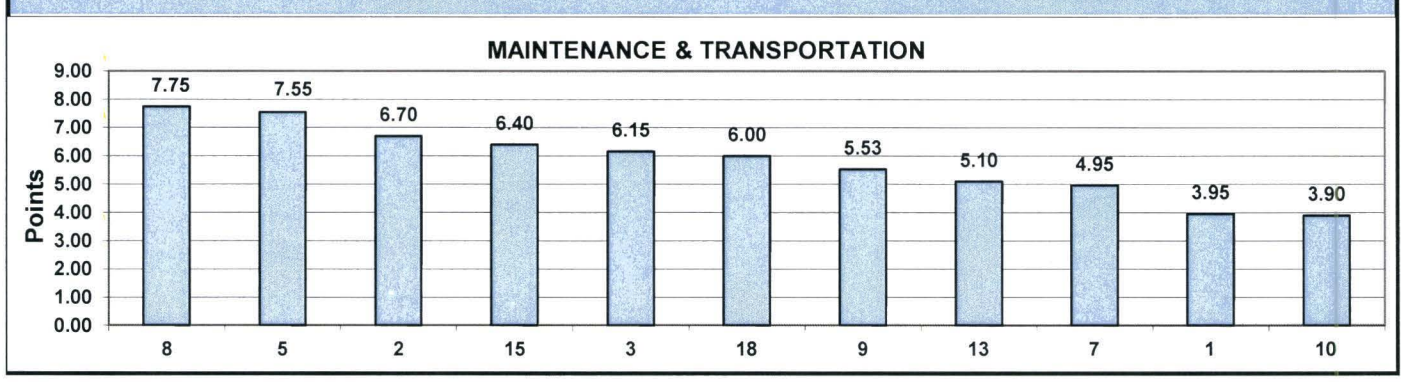
Quarterly Calculations: FY16 - Q4 Metro Bus - Maintenance and Transportation

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

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

Maintenance and Transportation												
Maintenance	Weight	1	2	3	5	7	8	9	10	13	15	18
In-Service On-Time Performance	5%	70.4%	72.1%	72.5%	72.3%	69.9%	80.1%	75.4%	68.1%	70.6%	75.1%	71.4%
Points		3	6	8	7	2	11	10	1	4	9	5
Miles Between Total Road Calls	15%	3,258.5	4,764.7	3,943.4	5,031.3	4,395.9	4,759.6	3,584.1	2,951.3	3,514.9	3,872.2	3,864.6
Points		2	10	7	11	8	9	4	1	3	6	5
Past Due PMPs	13%	0.010	0.000	0.000	0.002	0.011	0.003	0.005	0.000	0.000	0.000	0.000
Points		2	6	6	5	1	4	3	6	6	6	6
Bus Cleanliness	13%	8.644	8.502	8.784	8.688	8.756	8.781	8.656	8.355	8.863	8.956	8.732
Points		3	2	9	5	7	8	4	1	10	11	6
New WC Claims /200,000 Exp Hrs	5%	0.000	0.000	8.006	11.285	9.043	3.961	10.147	12.616	0.000	20.931	3.010
Points *		9	9	6	3	5	7	4	2	9	1	8
Transportation		1	2	3	5	7	8	9	10	13	15	18
In-Service On-Time Performance	10%	70.4%	72.1%	72.5%	72.3%	69.9%	80.1%	75.4%	68.1%	70.6%	75.1%	71.4%
Points		3	6	8	7	2	11	10	1	4	9	5
Accident Rate	18%	5.745	5.122	6.058	4.094	4.848	2.865	2.266	5.222	7.039	4.127	3.949
Points		3	5	2	8	6	10	11	4	1	7	9
Complaints/100K Boardings	18%	3.599	2.699	4.069	3.356	4.405	4.340	7.002	3.456	4.367	5.008	4.691
Points		8	11	7	10	4	6	1	9	5	2	3
New WC Claims /200,000 Exp Hrs	5%	20.415	26.424	22.804	15.341	12.068	25.579	16.542	15.089	5.270	13.921	7.212
Points *		4	1	3	6	9	2	5	7	11	8	10
Totals		3.95	6.70	6.15	7.55	4.95	7.75	5.53	3.90	5.10	6.40	6.00
		10	3	5	2	9	1	7	11	8	4	6

Maintenance and Transportation Division Ranking (Sorted)												
FINAL RANKING	DIV.	8	5	2	15	3	18	9	13	7	1	10
	Score	7.75	7.55	6.70	6.40	6.15	6.00	5.53	5.10	4.95	3.95	3.90
	Rank	1	2	3	4	5	6	7	8	9	10	11



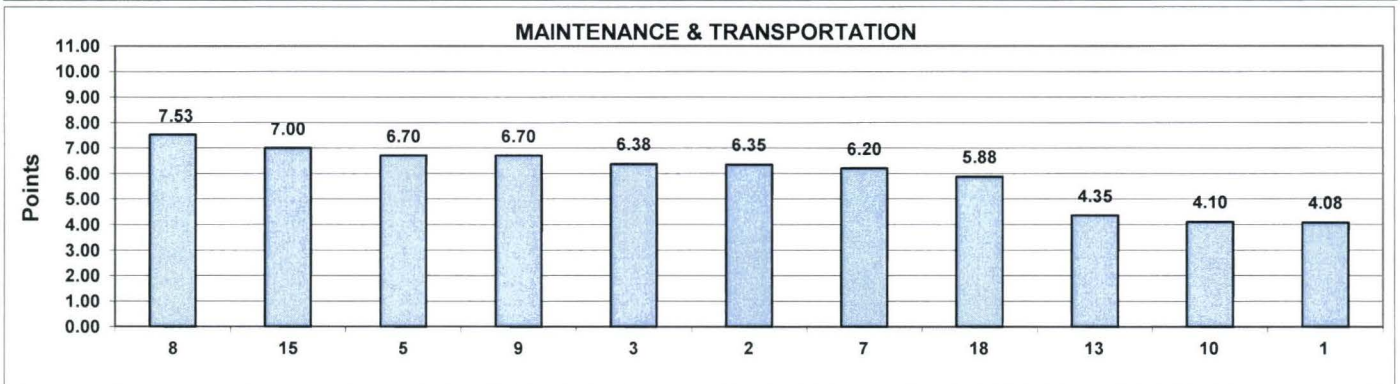
"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

Yearly Calculations - FY16 Metro Bus - Maintenance and Transportation

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

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

Maintenance												
Weight	Div 1	Div 2	Div 3	Div 5	Div 7	Div 8	Div 9	Div 10	Div 13	Div 15	Div 18	
In-Service On-Time Performance	5%	70.0%	72.1%	72.8%	72.6%	70.3%	83.1%	75.4%	69.5%	70.5%	74.8%	70.8%
Points		2	6	8	7	3	11	10	1	4	9	5
Miles Between Total Road Calls	15%	2,795.3	3,651.5	4,347.5	4,751.6	3,995.4	4,753.9	4,045.4	2,745.8	3,695.8	3,886.8	3,634.5
Points		2	4	9	10	7	11	8	1	5	6	3
Past Due PMPs	13%	0.047	0.000	0.000	0.018	0.012	0.025	0.019	0.002	0.000	0.000	0.000
Points		1	7	8	4	5	2	3	6	8	8	8
Bus Cleanliness	13%	8.538	8.446	8.875	8.708	8.784	8.901	8.726	8.471	3.659	9.005	8.632
Points		4	2	9	6	8	10	7	3	1	11	5
New WC Claims /100 Emp	5%	8.089	8.138	12.893	12.031	9.430	11.835	3.350	13.915	6.788	17.424	4.484
Points		8	7	3	4	6	5	11	2	9	1	10
Transportation												
Weight	Div 1	Div 2	Div 3	Div 5	Div 7	Div 8	Div 9	Div 10	Div 13	Div 15	Div 18	
In-Service On-Time Performance	10%	70.0%	72.1%	72.8%	72.6%	70.3%	83.1%	75.4%	69.5%	70.5%	74.8%	70.8%
Points		2	6	8	7	3	11	10	1	4	9	5
Accident Rate	18%	4.999	4.502	5.336	4.690	4.642	2.473	2.462	5.255	7.538	3.998	4.606
Points		4	8	2	5	6	10	11	3	1	9	7
Complaints/100K Boardings	18%	3.858	2.564	4.178	3.534	3.861	4.402	6.657	3.221	4.323	4.835	4.261
Points		8	11	6	9	7	3	1	10	4	2	5
New WC Claims /Emp	5%	16.077	28.425	20.447	19.871	11.981	20.439	21.641	17.254	3.616	12.819	12.289
Points		7	1	3	5	10	4	2	6	11	8	9
Totals		4.08	6.35	6.38	6.70	6.20	7.53	6.70	4.10	4.35	7.00	5.88
		11	6	5	3	7	1	4	10	9	2	8
Maintenance and Transportation Division Ranking (Sorted)												
FINAL RANKING	DIV.	8	15	5	9	3	2	7	18	13	10	1
	Score	7.53	7.00	6.70	6.70	6.38	6.35	6.20	5.88	4.35	4.10	4.08
	Rank	1	2	3	4	5	6	7	8	9	10	11



Financial Status

June 2016

FTA Quarterly Review

August 31, 2016



Metro

Excellence in Service and Support

FY16 – Indicators

- FY16 Q4 actual cash receipts from locally imposed sales tax revenues (PA, PC, MR) increased 3.7% over FY15 Q4 and totaled \$2.29 billion for the year, a 3.0% increase for the full fiscal year from FY 15.
- At June 30, 2016 the Los Angeles County unemployment rate is below both the State and National overall rates:
 - LA 4.8%, CA 5.4% and US 4.9%
 - (LA declined 0.6% points in the last quarter of FY16)
- Inflation in the Los Angeles Metropolitan Area for the period ended June '16 = 1.8% over June '15
 - Excluding Food and Energy, core inflation grew to 3.3%
- Transit indicators – FY 16 Q4
 - Ridership versus prior year
 - Bus: -8.0%
 - Rail: +5.6%
 - Total: -4.8% (-5.4% full FY)
 - Fare revenues – FY16 -3.3% vs FY 15



Metro

FY16 Q4 – Highlights

- **Board approval of the FY 17 Budget.**
- **Board approval of the Active Transportation Strategic Plan**
- **Began Revenue Service on the Expo Line Extension to Santa Monica.**
- **Board adopted Ordinance language, including Expenditure Plan, that would implement Los Angeles County’s Traffic Improvement Plan through a transportation sales tax measure.**

FY17 Q1– Look Ahead

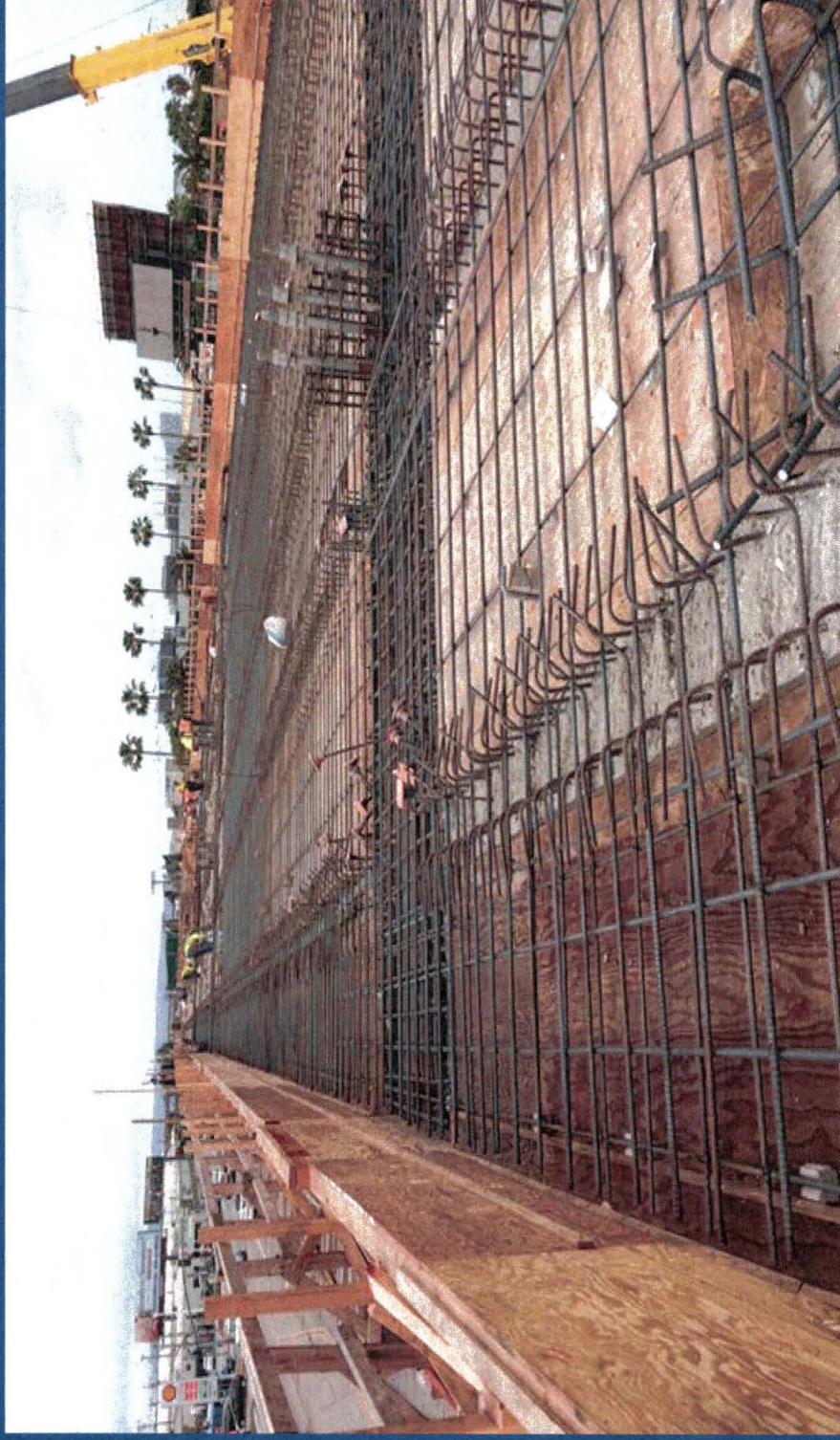
- **Measure R Oversight Committee approval and Board consideration of authorizing the CEO to execute Westside PLE2 TIFIA Loan in the amount of \$307 million.**
- **Launch of DTLA Bikeshare program**
- **Preparations are underway to support the return of NFL football to the Los Angeles Memorial Coliseum.**

Los Angeles County
Metropolitan Transportation Authority

METRO CONSTRUCTION SAFETY

FTA Quarterly Review Meeting

August 31, 2016



Metro

CONSTRUCTION SAFETY QUARTERLY REPORT



Crenshaw/LAX Transit Project

CRENSHAW/LAX TRANSIT PROJECT

- Metro participated in WSCC Tool-Box Safety Meetings in April, May and June 2016.
- Metro participated in WSCC Executive Safety Meetings on April 6th and June 6th.
- Metro/WSCC conducted Executive Safety Walks on April 6th and July 12th.
- Metro participated in WSCC's Subcontractor Safety Committee Meetings on April 6th, May 11th and June 8th.
- Project-to-Date Total Work Hours: 2, 717,704
- Recordable Injuries as of July 2016: 29
- Project Rate per 200,000 Labor Hours: 2.1
- National Heavy Construction Rate: 3.0
- Total Time Away Injuries as of July 2016: 2



Metro

CONSTRUCTION SAFETY QUARTERLY REPORT



Westside Purple Line Extension
Section 1 Project

WESTSIDE PURPLE LINE EXTENSION SECTION 1 PROJECT

❑ Project to Date Total Work Hours:	1,054,685
Recordable Injuries as of June 2016:	3
Project Rate per 200,000 Labor Hours:	0.6
National Heavy Construction Incident:	3.0



Regional Connector Transit Corridor Project

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT

❑ Project-to-Date Total Work Hours:	975,821
Recordable Injuries as of June 2016:	6
Project Rate per 200,000 Labor Hours:	1.2
National Heavy Construction Incident Rate:	3.0



Metro

CONSTRUCTION SAFETY QUARTERLY REPORT



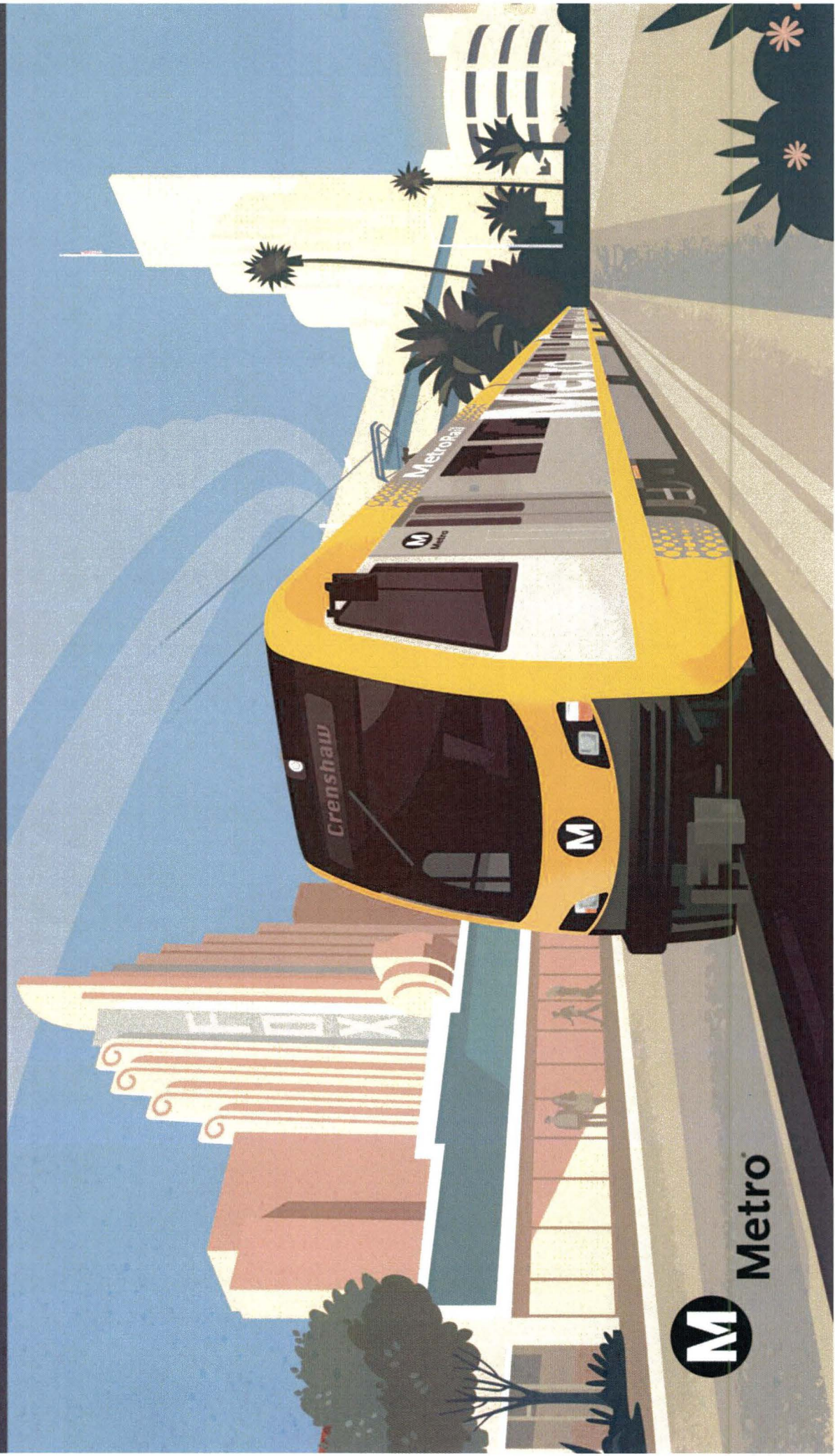
- ❑ Conducted monthly All Hands Safety/Security Meetings with contractors.
- ❑ Monitored construction activities on a daily basis including nights and weekends to ensure compliance with contract specifications including Cal/OSHA and CPUC.
- ❑ Participated in weekly progress meetings to discuss safety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



Metro

Crenshaw/LAX Transit Project

FTA QUARTERLY REVIEW – August 31, 2016



Metro

Crenshaw/LAX Transit Project Overview



- 8.5 miles Light Rail
- 8 Stations
- \$2,058.0 Million
(Board approved revised LOP)
- Neighborhoods: Crenshaw, Inglewood, Westchester

Project Cost Reporting: LOP Budget, Changes and Expenditures

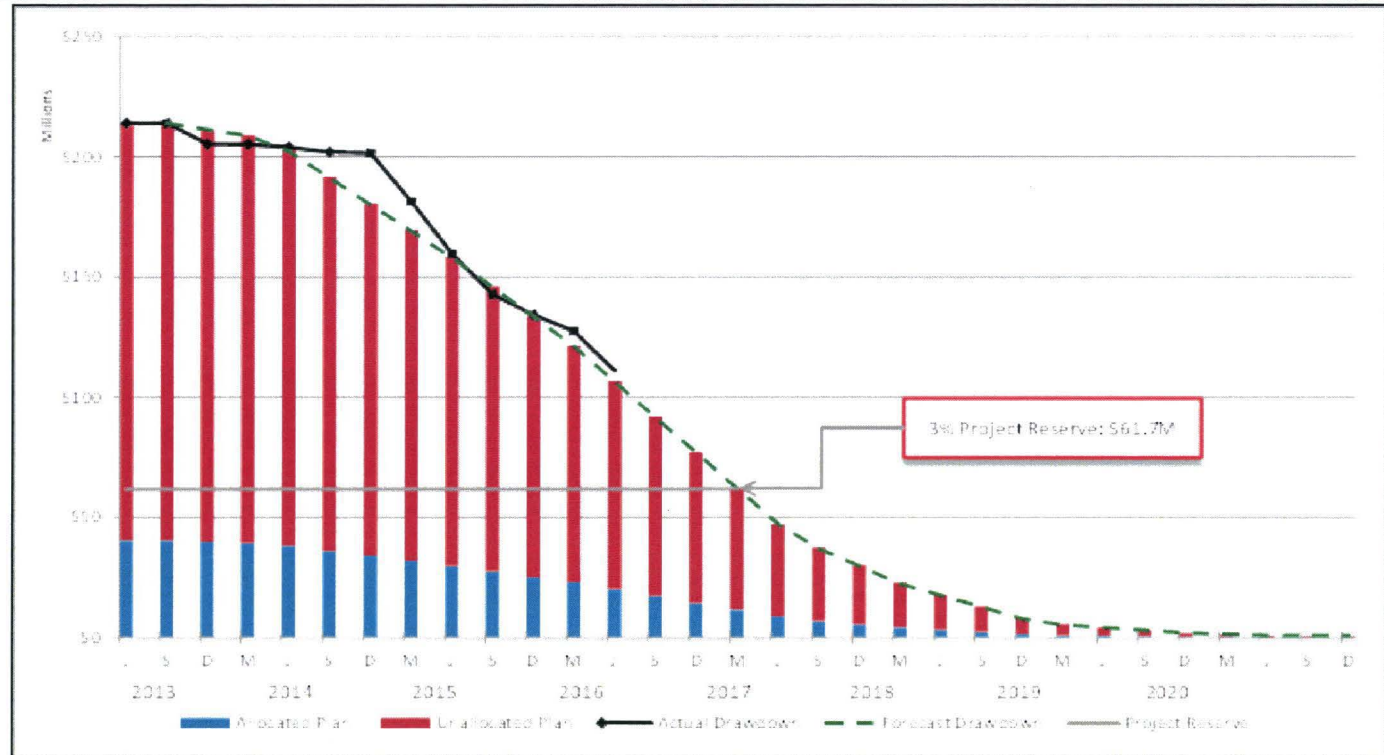
UNITS IN DOLLARS

SCC CODE	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		CURRENT BUDGET/ FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
10	GUIDEWAYS	471,335,000	-	452,500,001	-	443,578,773	15,150,020	207,537,209	-	450,354,375	(2,145,626)
20	STATIONS	153,906,000	-	316,050,000	-	303,573,366	1,177,084	130,108,772	-	315,050,000	(1,000,000)
30	SOUTHWESTERN YARD	66,673,000	-	73,245,544	-	71,053,330	-	15,661,667	-	71,164,000	(2,081,544)
40	SITWORK\SPECIAL CONDITIONS	235,576,000	-	348,565,999	849,000	373,207,317	2,171,602	258,041,763	750,000	382,868,552	34,302,553
50	SYSTEMS	125,132,000	-	169,311,000	-	152,363,920	1,348,023	7,733,690	-	169,436,000	125,000
CONSTRUCTION SUBTOTAL (10-50)		1,052,622,000	-	1,359,672,544	849,000	1,343,776,707	19,846,730	619,083,102	750,000	1,388,872,927	29,200,383
60	RIGHT-OF-WAY	132,294,000	-	127,400,000	-	123,482,584	1,655	120,253,645	-	127,490,000	90,000
70	LRT VEHICLES	87,780,000	-	82,100,000	-	82,050,901	-	11,656,698	-	83,571,544	1,471,544
80	PROFESSIONAL SERVICES	273,147,000	-	300,093,178	538,566	286,899,134	5,074,295	241,754,777	398,567	345,921,710	45,828,532
CONSTRUCTION SUBTOTAL (10-50)		1,545,843,000	-	1,869,265,722	1,387,566	1,836,209,326	24,922,680	992,748,221	1,148,567	1,945,856,181	76,590,459
90	UNALLOCATED CONTINGENCY	177,157,000	-	162,734,278	-	-	-	-	(1,148,567)	86,143,819	(76,590,459)
TOTAL PROJECT 865512 with SWY 49% (10-100)		1,723,000,000	-	2,032,000,000	1,387,566	1,836,209,326	24,922,680	992,748,221	-	2,032,000,000	-
	ENVIRONMENTAL/PLANNING - 405512	5,526,150	-	5,526,150	-	5,526,150	-	5,526,150	-	5,526,150	-
	ENVIRONMENTAL/PLANNING - 465512	20,473,850	-	20,473,850	-	20,023,237	-	20,023,237	-	20,473,850	-
TOTAL PROJECTS 405512 & 465512 (ENV / PLAN'G)		26,000,000	-	26,000,000	-	25,549,388	-	25,549,388	-	26,000,000	-
TOTAL PROJECTS 405512, 465512 & 865512		1,749,000,000	-	2,058,000,000	1,387,566	1,861,758,713	24,922,680	1,018,297,608	-	2,058,000,000	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH 30-JUL-2016.



Budget Contingency Drawdown (Allocated and Unallocated with an Accounting of Shifts)

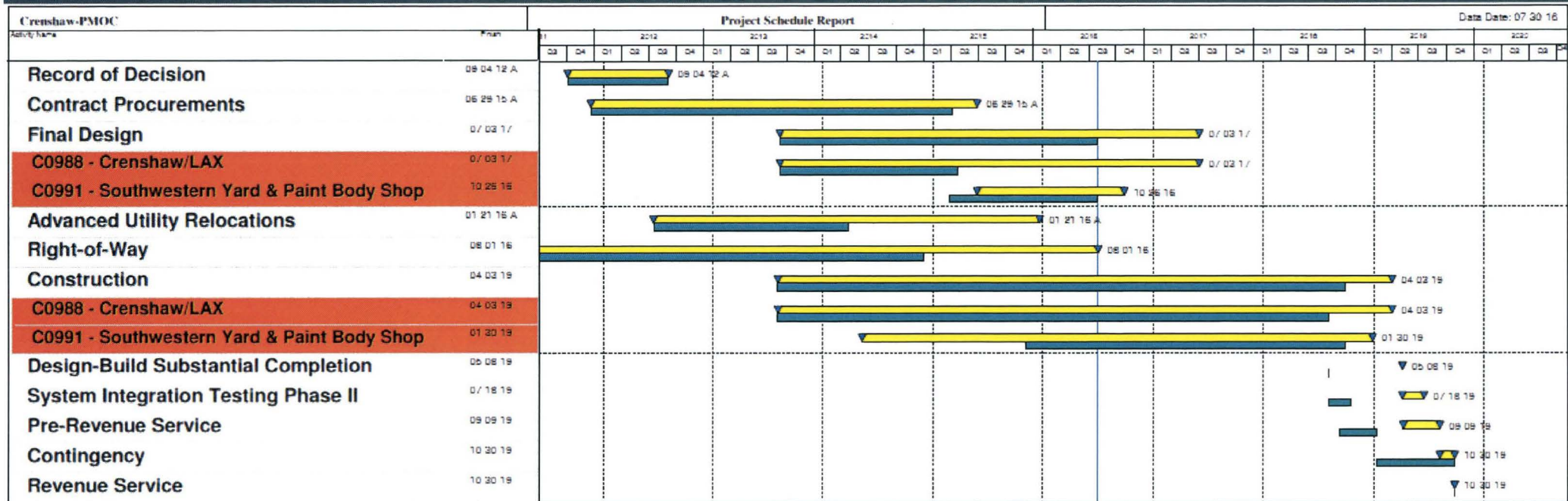


PROJECT COST CONTINGENCY (through 30-July-2016)

UNITS IN DOLLARS

	Original Contingency (Budget)	Previous Period	Current Period	To-Date	Remaining Contingency (Forecast)
Unallocated Contingency	173,500,000	(86,207,614)	(1,148,567)	(87,356,181)	86,143,819
Allocated Contingency	40,366,792	(16,692,353)	-	(16,692,353)	23,674,439
Total Contingency	213,866,792	(102,899,967)	(1,148,567)	(104,048,534)	109,818,258

Schedule Status Planned vs. Actual



Summary
 Baseline Summary
 Milestone

List of New Change Orders Above \$100K and Requests Greater Than \$1M

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	161.1	UG1 Ventilation Fans - Design	\$ 390,429.00	07/27/16			v		
	164.1	UG1 Raised Walkway - Design	\$ 131,287.00	07/27/16					v
	TOTAL		\$ 521,716.00						
WSCC Requests for Additional Compensation Greater Than \$1 Million									
C0988 Modification Issued									
	TOTAL		\$ -						



Metro

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

Major Project Status

Construction Progress Status

- **Design-Build Contract C0988**

- Construction continues on all segments of the Project Alignment.
- Tunneling continues from Expo Station. As of August 14, 3,062 feet of southbound tunnel has been excavated.
- Work in the frontage road continuing in Park Mesa Heights (PMH).
- Second major bridge structure pour at Aviation/Century station recently completed.
- Trench construction continues at LAWA underground trench segment (UG1).



Metro

Major Project Status

Construction Progress Status

- **Southwestern Yard (Division 16) – C0991**
 - Commenced Phase I Field Operations.
 - Completed Bellanca Temporary Access Road (TAR). Traffic Plans received August 15.
 - Construction Interface Coordination is ongoing between HPH and WSCC
 - Main Shop Building Design and Construction is on the SWY critical path (Project is on schedule)



Community Relations Outreach Status

- Park Mesa Heights:
 - Assisted People's Coordinated Services with continued operations during the 21 day closure of the frontage road.
 - Continue to work with businesses and residents interested in the at-grade segment including Baldwin Hills Estates HOA and Dulan's Restaurant.
- Coordinated the creation of a Hyde Park Station Art Community Advisory Committee.
- Various CLC meetings are scheduled in August such as streetscape plan meeting, an Art update and a hard hat tour of the site.



Metro

DBE Participation Status for Design and Construction per Contract

• DBE Goal – Design		20%
• Current DBE Commitment	\$20,324,963	19.55%
• Current DBE Participation	\$24,080,308	25.56%
Twenty One (21) Design Subcontractors to date.		

• DBE Goal – Construction		20%
• DBE Commitment	\$236,116,671	20%
• Current DBE Commitment	\$119,405,507	10.10%
• Current DBE Participation	\$105,654,870	23.62%

Sixty Six (66) Construction Subcontractors to date.



Metro

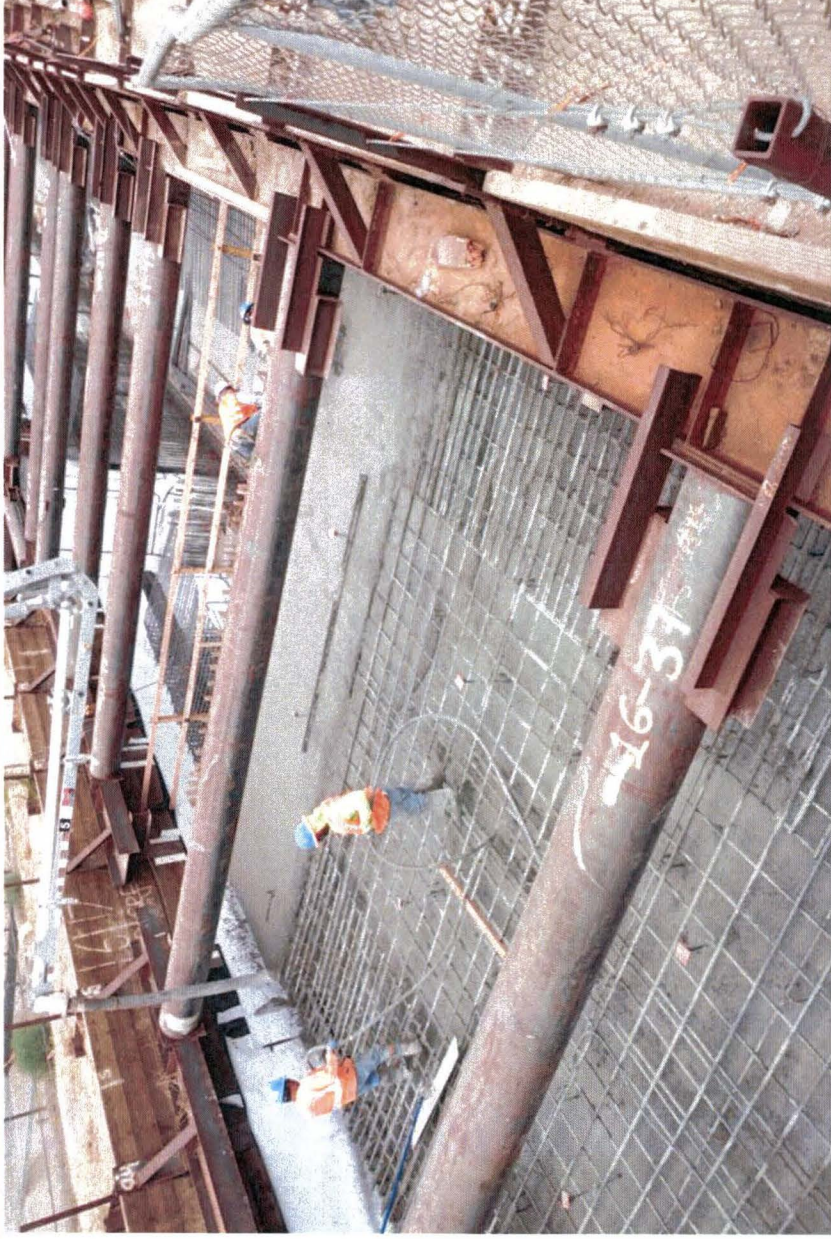
Commitment – Current DBE contract commitment divided by current contract value.

Participation – Total amount paid to date to DBEs divided by the amount paid to date to the Prime.

Top Risks and Mitigations

Risk ID	Risk Description	Mitigation Strategies	Risk Rating
323	Design-builder's ability to mitigate schedule delays	<ol style="list-style-type: none"> 1. Work with design builder to strategies on mitigating delays 2. Resolve any outstanding schedule issues. 	12
172	<p>The following Differing Site Conditions (DSC) could be encountered:</p> <ul style="list-style-type: none"> Cobbles on soldier piles Boulders on tunneling, soldier piles and excavation support systems H2S and CH4 gasses on tunneling (presence) H2S and CH4 gasses on tunneling (approach & requirements for dealing) Groundwater on open cut excavations Abrasive soils on tunneling DSC on sloppy muck, face clogging, advance rate, abrasion Shoring oil wells on tunneling Contaminated conditions 	<p>The mitigation measures for the DSCs may involve one or all of the following:</p> <ol style="list-style-type: none"> 1. Prepare change control charts pre-approved by the project team (Metro and DB) to include streamlining the change process and defining roles and responsibilities. 2. CWP's must include DSCs with solutions - plan ahead and develop a pro-active approach. 3. Process RFIs in a timely manner. 4. Be pro-active when issues arise, jump on the issue, visit the site asap, pull the decision makers together, and make decisions. 5. Pre-establish subject matter experts and task forces to deal with specific DSCs. 	12
302	Timely future reviews of design-builder's designs by City of Los Angeles.	<ol style="list-style-type: none"> 1. Next level of design reviews before submittal. 2. DB is providing detail schedule for all 3rd party design submittal. 3. DB revising approach with each 3rd party to facilitate review. 4. Working with city to acquire add'l staff. Increase FTE. Proposing to BOE that they should only be reviewing final submittal. 	12

Construction Photo (Segment A)



UG#1 – Cut and cover roof slab concrete placement

Construction Photo (Segment B)

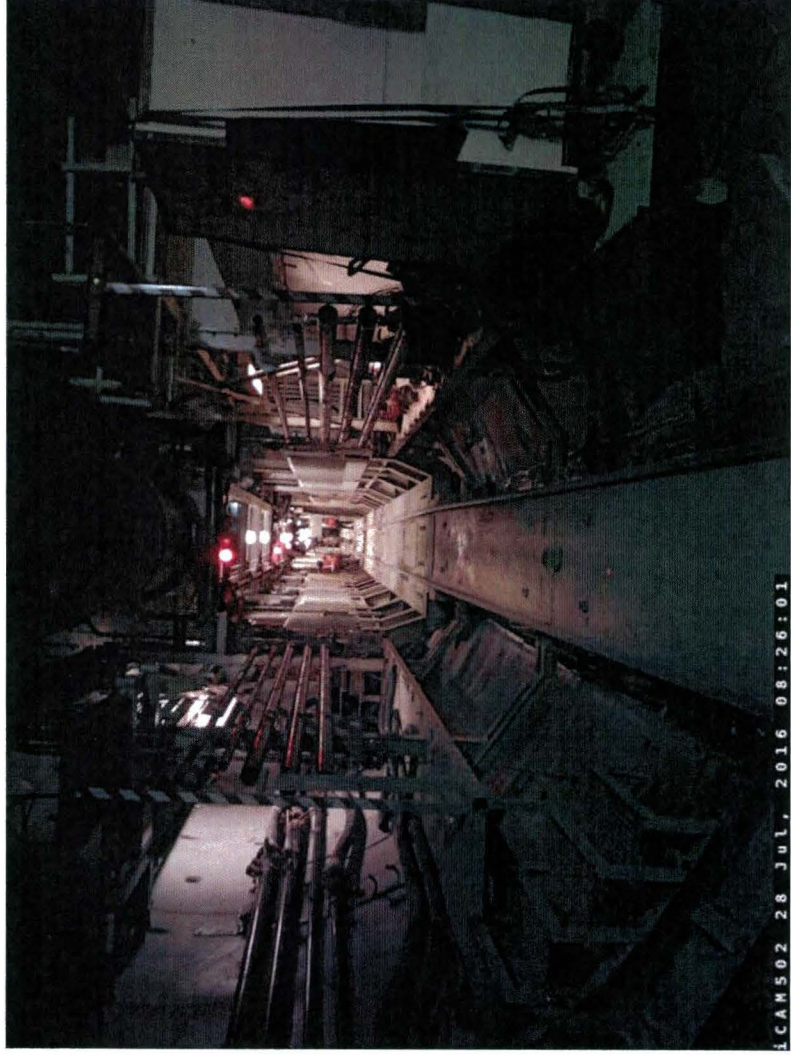


LA BREA BRIDGE – Preparation of the bridge deck for the upcoming parapet and emergency walkway work.



Metro

Construction Photo (Segment C)



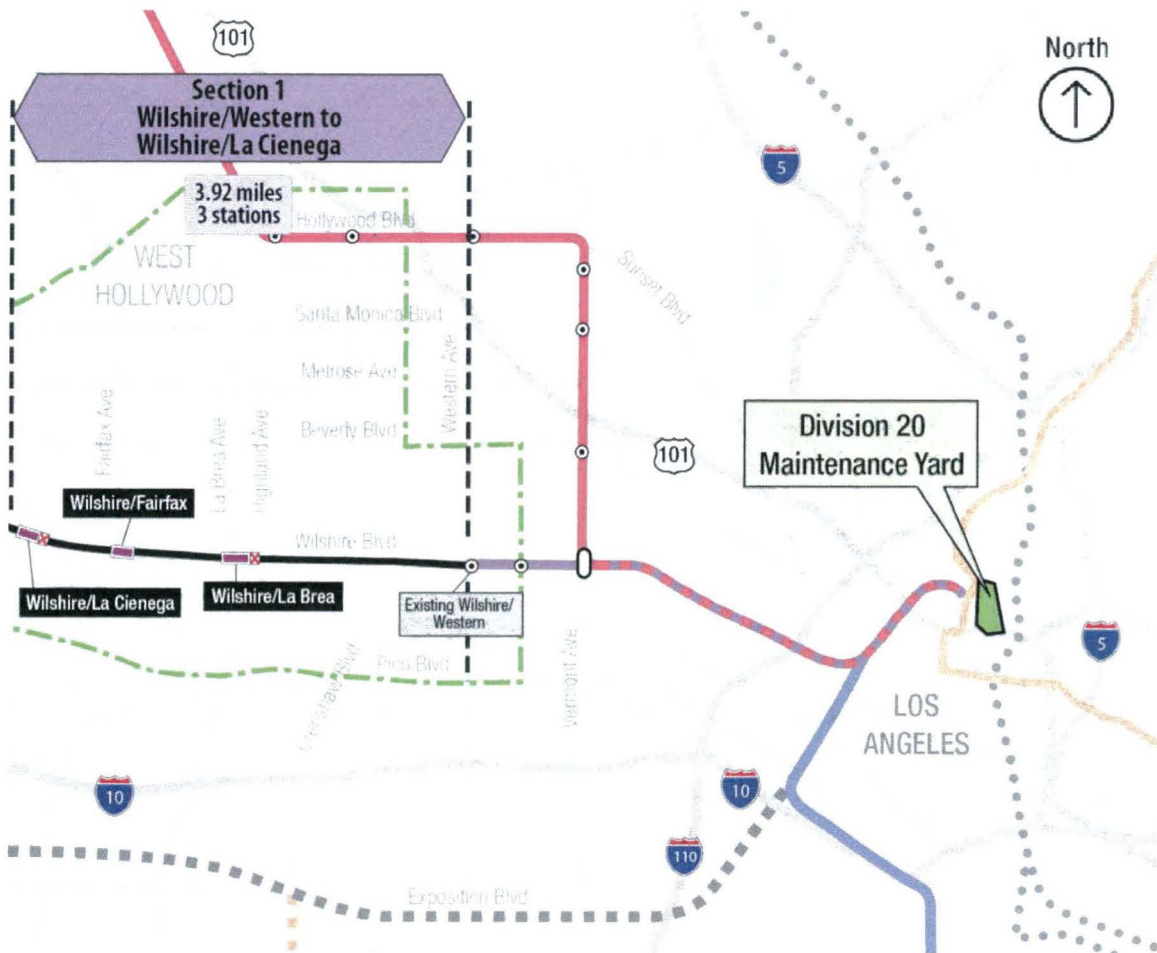
TUNNELING – Cleaning out trailing gear

**WESTSIDE PURPLE LINE EXT
SECTION 1 PROJECT**

**Westside Purple Line Extension Section 1 Project
FTA Quarterly Review Meeting
August 31, 2016**



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



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

Westside Purple Line Extension Section 1 Project Master Program Schedule/C1045 Baseline Update

WPLE Section 1 - Wilshire/Western to La Cienega - Aug. 2015		Project Schedule Report												Data Date: 01-Aug-16																									
Activity Name	Finish	<table border="1" style="font-size: 8px; border-collapse: collapse; width: 100%;"> <tr> <th>2015</th><th>2016</th><th>2017</th><th>2018</th><th>2019</th><th>2020</th><th>2021</th><th>2022</th><th>2023</th><th>2024</th><th>2025</th><th>2026</th><th>2027</th> </tr> <tr> <td>Q</td><td>Q</td><td>Q</td><td>Q</td><td>Q</td><td>Q</td><td>Q</td><td>Q</td><td>Q</td><td>Q</td><td>Q</td><td>Q</td><td>Q</td> </tr> </table>												2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027																											
Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q																											
Record of Decision	09-Aug-12 A																																						
Contract Procurements	30-Sep-15 A																																						
Advanced Utility Reloc.	02-Jan-17																																						
Right-of-Way	31-Mar-17																																						
Final Design - DB	10-Apr-17																																						
Construction	09-Jun-23																																						
Testing/Pre-Rev. Srv.	07-Nov-23																																						
Forecast RSD	08-Nov-23																																						
FFGA RSD	31-Oct-24																																						

Primary Baseline
 Remaining Work
 ◆ Milestone
 Actual Work
 Critical Remaining Work

Westside Purple Line Extension Section 1 Project Current/Forecast Project Cost Status by SCC

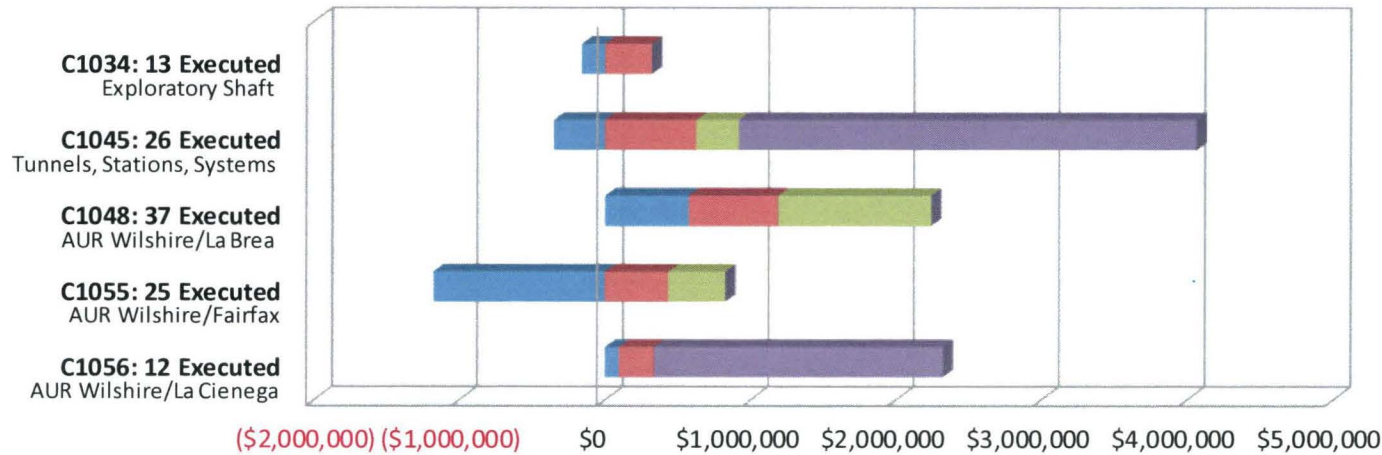
DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	ORIGINAL FFGA BUDGET	CURRENT FFGA BUDGET	COMMITMENTS	EXPENDITURES	CURRENT FFGA FORECAST	CURRENT FFGA BUDGET / CURRENT FORECAST VARIANCE
10	GUIDEWAY & TRACK ELEMENTS	565,080	380,680	380,970	18,581	388,294	7,614
20	STATIONS, STOPS, TERMINALS, INTERMODAL	570,051	431,981	435,145	22,459	440,621	8,640
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	39,086	37,673	34,198	346	39,327	1,655
40	SITWORK & SPECIAL CONDITIONS	139,820	745,771	768,966	395,756	790,080	44,309
50	SYSTEMS	123,579	111,625	98,008	9,156	113,574	1,949
CONSTRUCTION SUBTOTAL (10-50)		1,437,616	1,707,730	1,717,286	446,299	1,771,896	64,166
60	ROW, LAND, EXISTING IMPROVEMENTS	212,475	135,103	162,830	153,402	190,036	54,932
70	VEHICLES	160,196	160,196	-	-	145,493	(14,703)
80	PROFESSIONAL SERVICES	410,342	410,926	260,773	207,931	414,075	3,149
SUBTOTAL (10-80)		2,220,629	2,413,955	2,140,889	807,631	2,521,499	107,544
90	UNALLOCATED CONTINGENCY	225,859	32,532	-	-	241,112	208,579
100	FINANCE CHARGES	375,470	375,470	-	-	331,065	(44,405)
TOTAL PROJECT (10-100)		2,821,957	2,821,957	2,140,889	807,631	3,093,675	271,718

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JULY 2016 PLUS PENDING INVOICE FROM WEST

Westside Purple Line Extension Section 1 Project Current Contract Modifications Summary

Contract Modifications (MODs) by Cost Level

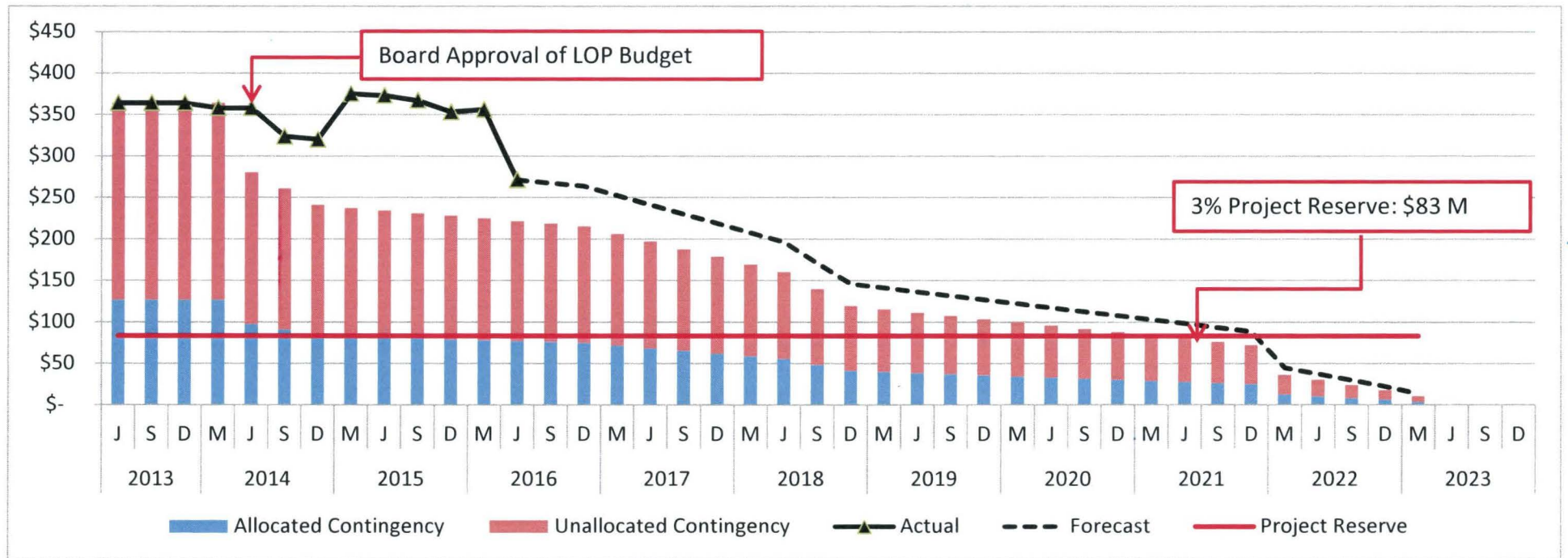


	C1034 13 Executed	C1045 26 Executed	C1048 37 Executed	C1055 25 Executed	C1056 12 Executed	Total
■ Under \$100K	(164,288)	(351,856)	574,448	(1,179,119)	95,719	(1,025,095)
■ \$100K to \$250K	321,000	626,791	616,809	436,190	245,024	2,245,814
■ \$250K to \$1M	-	290,006	1,050,980	390,709	-	1,731,695
■ Over \$1M	-	3,150,000	-	-	1,983,179	5,133,179
Total Contract MODs	156,712	3,714,941	2,242,237	(352,220)	2,323,922	8,085,593
Contract Award Amount	6,487,020	1,636,418,585	6,181,000	14,430,000	20,250,000	1,683,766,605
% of Contract MODs	2.4%	0.2%	36.3%	-2.4%	11.5%	0.5%

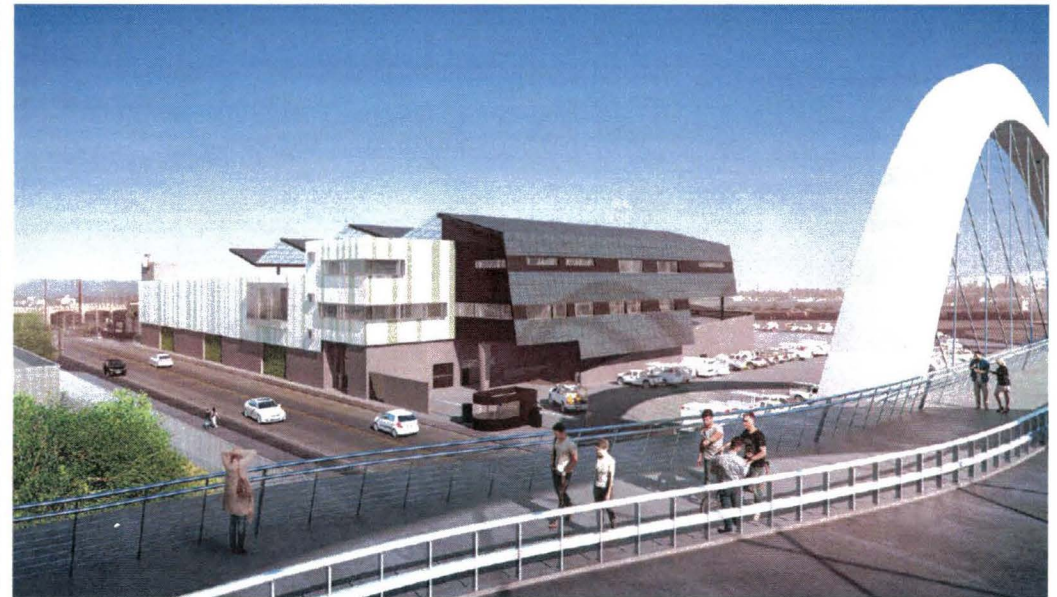
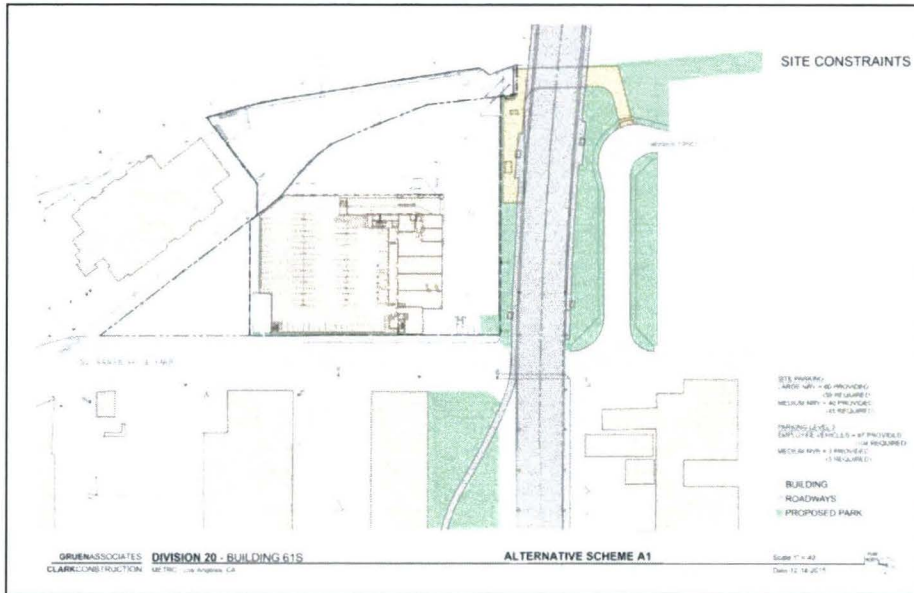
Percent of Contract MODs equals the Total Contract MODs divided by the Contract Award Amount.

Risk analysis and risk allocation through early pre-construction activities and design services during construction have enabled Metro to successfully manage the current Section 1 construction contracts.

Westside Purple Line Extension Section 1 Project Project Cost Contingency Drawdown



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



Alternative A-1 Approved by the Metro Board of Directors

Clark Construction Group/Gruen Associates 30% Design Submittal

- Notice-To-Proceed for Contract C1078 was issued to Clark Construction Group on September 30, 2015.
- A Design Advisory Working Group was formed as directed in the MTA Board award of the C1078 Contract.
- On February 25, 2016, the MTA Board approved a future Contract Modification to Contract C1078 Clark Construction Group to revise the Baseline design of the building floor plans and site plan to Alternative A-1 based on input from the Design Advisory Working Group. The Board also approved a \$5 million increase to the Life Of Project Budget and directed staff to negotiate with the City of LA to allow as-needed access for City of LA maintenance vehicles.
- The Design Advisory Working Group met on June 9, 2016 and accepted the 30% Design Submittal. The Artist selection process is well underway to allow the Artist and Architect (Gruen Associates) to begin collaboration on the integrated design.
- The property purchase agreement for the Chalmers property exchange was approved at the June 2016 MTA Board Meeting.
- Excavation to remove the uncertified soil fill material has begun prior to receiving backfill material that will be compacted in the building footprint area for the new building construction. DTSC approvals have been obtained for the triangular portion of the MTA owned property that will be exchanged for the Chalmers property.

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

Memorandum Of Agreement (MOA)

- Beverly Hills City staff is reviewing the current negotiated version of the Memorandum of Agreement (MOA) with various members of the Beverly Hills City Council. Approval by the Beverly Hills City Council is anticipated in late September 2016 and approval by the MTA Board is anticipated in October 2016.

Westside Purple Line Extension Section 1 Project

Advanced Utility Relocations, Stations, Tunnels and Systems



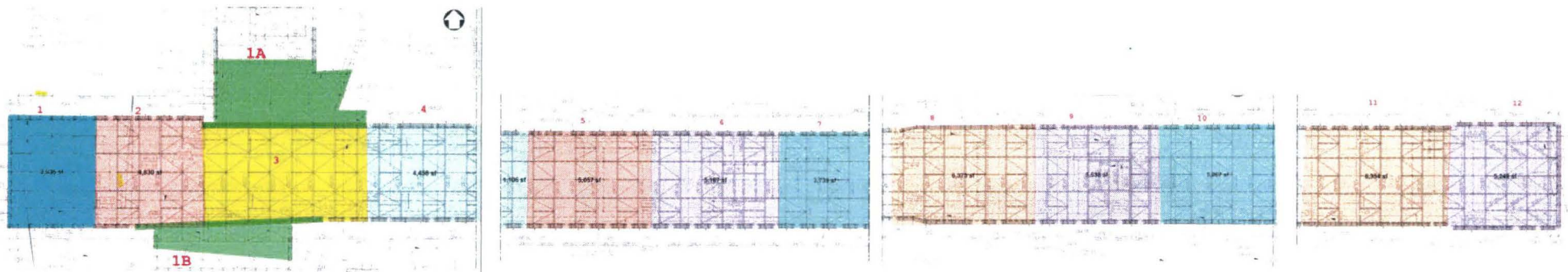
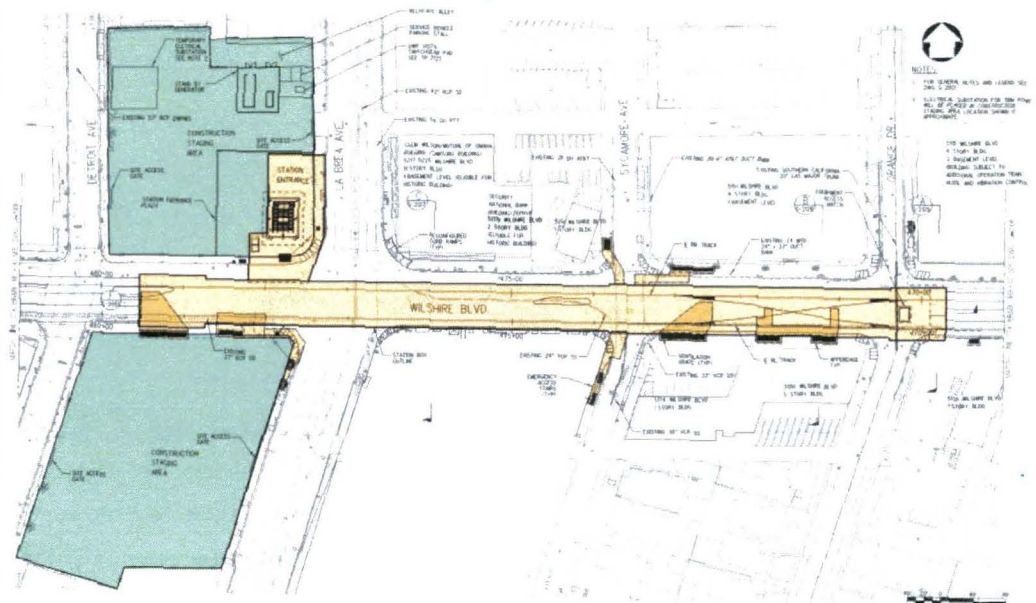
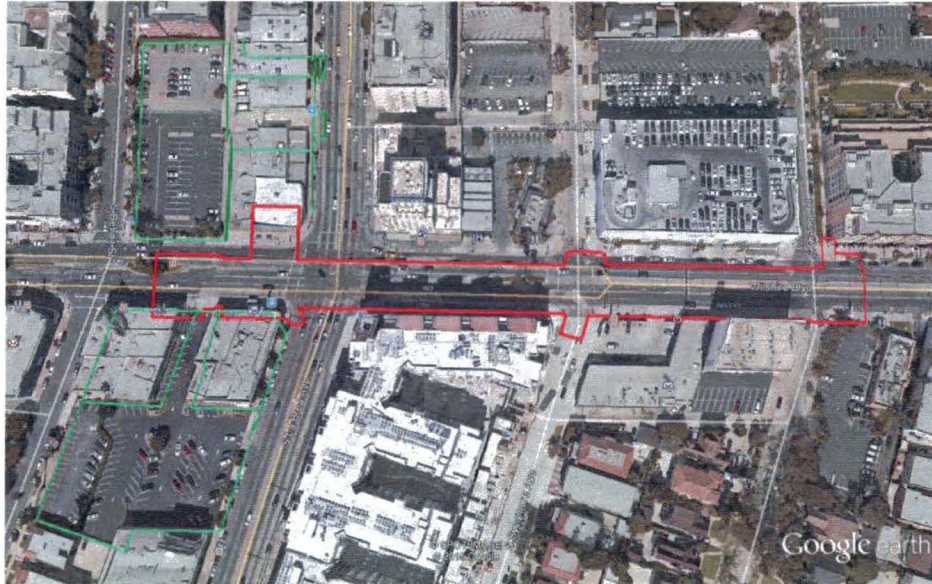
Advanced Utility Relocation paving at Tower and Wilshire



Installation of deck beams at Wilshire/La Brea Station

- Contract C1056 Advanced Utility Relocation (AUR) contractor has requested a Certificate of Substantial Completion. The work was completed 3 -1/2 months earlier than the contractual completion date. Punch list items are being addressed.
- The LADWP power relocations at the Wilshire/Fairfax Station are on-going and anticipated to complete in October 2016.
- Weekend closures at the Wilshire/La Brea Station site began on June 10, 2016, to install deck beams and concrete deck panels prior to the Wilshire/La Brea Station excavation which will occur under the temporary street decking. The work is scheduled to be completed earlier than the original November 2016 completion plan.
- Hanging of existing utilities from under the deck at Wilshire/La Brea is underway.
- Primary excavation for the Wilshire/La Brea Station is scheduled to begin in September 2016.
- Wilshire/Fairfax pile installation began in August 2016.
- Tunnel Boring Machines (TBMs) are being fabricated for delivery by late 2017 to begin tunneling in early 2018. Tunneling will begin from the Wilshire/La Brea Station site.

Westside Purple Line Extension Section 1 Project Design/Build Contract C1045 Status Wilshire/La Brea Station



Installation of concrete deck panels over steel deck beams were planned to occur over a series of 22-weekend street closures. The weekend work which was started on June 10, 2016 at the west end of the Wilshire/La Brea Station site will be completed earlier than the original November 2016 completion plan.

Westside Purple Line Extension Section 1 Project Disadvantaged Business Enterprise (DBE) Status

Contract C1045 Westside Purple Line Extension, Section 1 Design-Build
(Reporting Data as of June 2016)

DESIGN

- DBE Goal 20%
- Current DBE Commitment \$12,923,604.88 (20.25%)
- Current DBE Participation \$7,966,387.78 (15.49%)
- Twelve (12) Design DBE subcontractors have been identified for Design

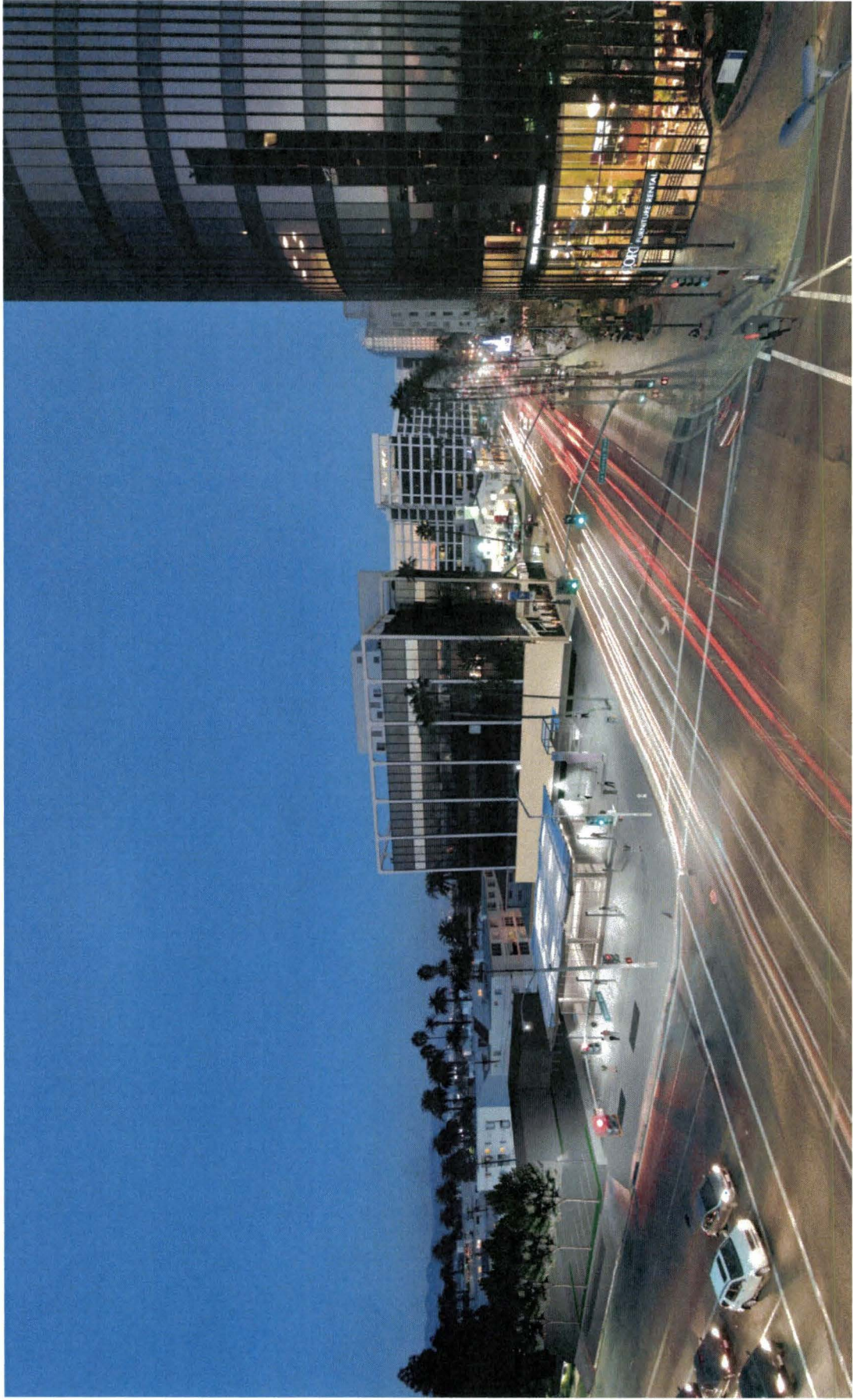
CONSTRUCTION

- DBE Goal 17%
- Current DBE Commitment \$258,940,454.57(17%)
- Current DBE Participation \$14,101,415.65 (4.47%)
- Thirty-Five (35) Construction DBE subcontractors have been identified.

Westside Purple Line Extension Section 1 Project Top Risks & Mitigations

Risk ID	Risk Description	Risk Mitigation	Risk Score
633	Cost of ROW acquisitions exceeds the FFGA SCC Line Item.	1. Metro's Life of Project Budget includes contingency that covers the increase. The Risk Score will remain as "high" until the \$3.15 billion Life of Project Budget is reconciled with the \$2.82 billion FFGA Budget.	15
202	Areas with concentrated methane and H2S presence will complicate construction progress and safety, increase price and may cause delays.	1. Metro has strict safety requirements in place which are part of the safety requirements for contractors. Metro will further supplement existing safety requirements based on geotechnical investigations/Environmental investigations.	9
288.1	Construction impacts could include air quality, noise, vibration, and have the potential for impacts on neighboring communities, which may require mitigation efforts. Section 1 construction will take place in Wilshire Blvd. which is mixed residential and commercial properties.	1. DB contractor to comply with all requirements in the FEIS regarding air quality, noise and vibration issues and any other local ordinances requirements. 2. DB contractor has mitigation measures in place.	9
628	Systems integration with existing Red Line at Wilshire/Western Station.	1. STS to perform a systems workshop to include PMOC and Metro. 2. Contractor complying with Systems Integration Plan.	8
256	Potential cost and schedule impact for building settlement and damage from underground construction and potential dewatering difficulties.	1. Additional geotechnical investigations to be conducted during Final Design. 2. Conducted analysis for 2 stations 3. Modified contingency plan	7.5

Westside Purple Line Extension Section 1 Project



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

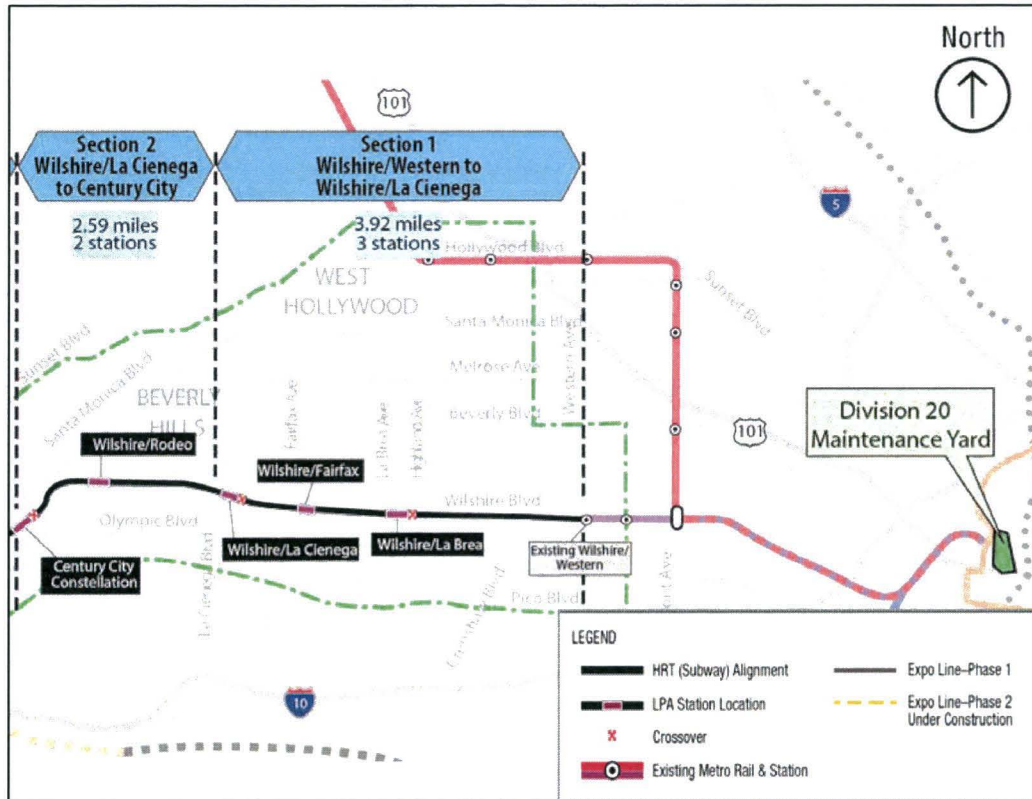


**WESTSIDE PURPLE LINE EXT
SECTION 2 PROJECT**

**Westside Purple Line Extension Section 2 Project
FTA Quarterly Review Meeting
August 31, 2016**



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



- FTA Record of Decision for entire 9-mile Project - August 9, 2012
- FTA entry into New Starts Engineering Phase for the 2.59 miles project (Wilshire/La Cienega to Century City Constellation) – December 31, 2014
- Twin-bored tunnels and 2 new subway stations:
 - Wilshire/Rodeo
 - Century City Constellation
- Cost Estimate
 - \$2.50 Billion
- Revenue Service Date
 - Forecast – August 2025

Westside Purple Line Extension Section 2 Project Commitments of Local Agency Funds

Funding and Approvals

- Metro is Seeking New Starts Funding and a TIFIA Loan for the second Section (2.59 miles) of the Westside Purple Line Extension Project. The funding sources for the total Project Budget are:
 - Federal New Starts \$1,187 million
 - Measure R \$781 million
 - TIFIA Loan \$307 million
 - CMAQ \$169 million
 - Other Funds \$55 million
 - **Total: \$2,499 million**

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

- CMSS Proposals received April 5, 2016.
- C1120 Proposals received June 1, 2016.
- CMSS Contract award anticipated September 2016.
- FFGA anticipated approval November 2016.
- C1120 Contract award anticipated January 2017.

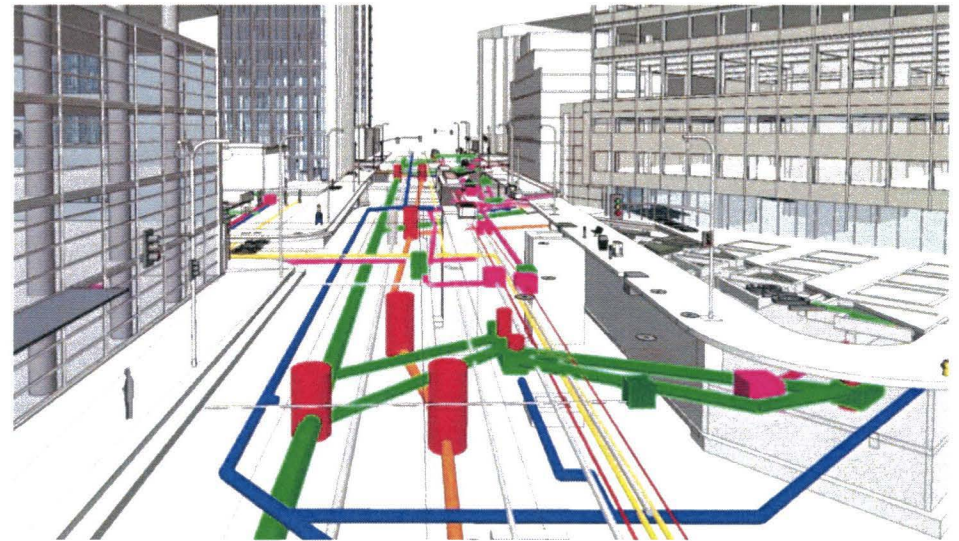
Westside Purple Line Extension Section 2 Project FFGA Tracking Log Status/Open Documents

- Financial Plan Update sent by Metro to the FTA June 14, 2016.
- Metro Board approved Local Commitment on June 23, 2016.
- Final of Readiness Report – the FTA received final report from PMOC June 14, 2016.
- Final Draft of the FFGA Attachments sent to the FTA July 5, 2016.
- On August 12, U.S. District Court Judge George Wu issued his final remedy ruling in the NEPA lawsuits brought by Beverly Hills against FTA. The judge declined to vacate FTA's approval of the project which means that FTA can execute a FFGA with Metro for the project. The judge is requiring that FTA prepare a SEIS, which Metro is preparing with FTA's guidance for completion next spring.

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

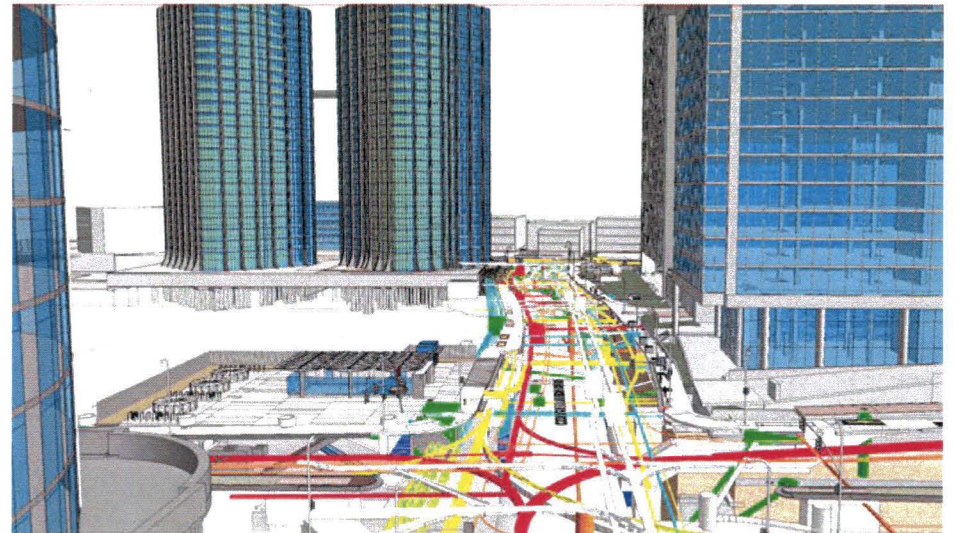
Wilshire/Rodeo Station

- Received comments from COBH on 100% SCE plans, target date to submit final design and traffic control plans is August 2016.
- Submitted SCG & AT&T 100% WTCPs to COBH July 19, 2016.



Century City Constellation Station

- Telecom joint trench - VCI scheduled to begin construction in August 2016.
- Received DOT comments on SCG 100% WTCPs on July 28, 2016. Target date to submit final WTCPs is August 2016.
- Series circuit conversion by LABSL work will be completed in August 2016.



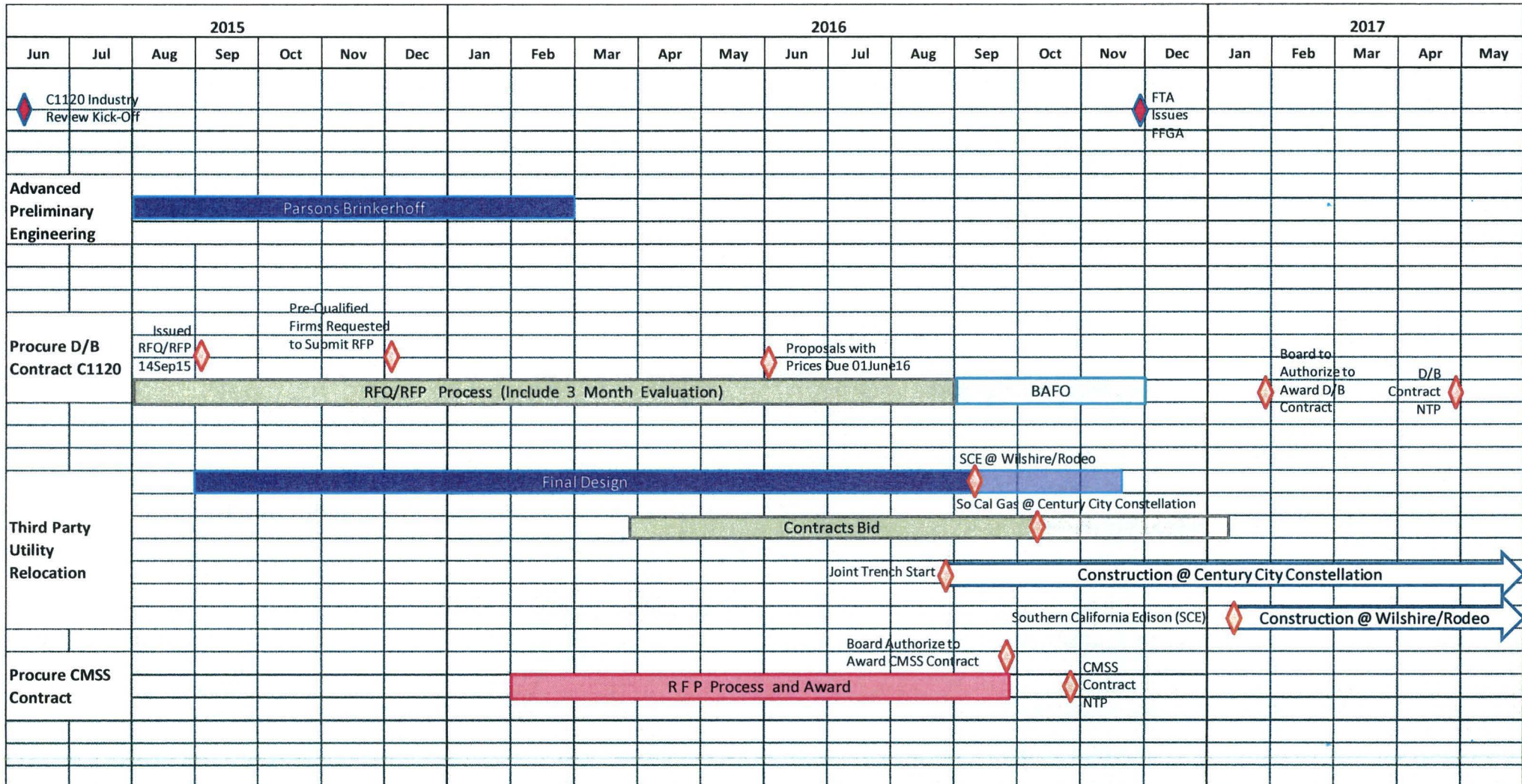
Westside Purple Line Extension Section 2 Project Current Project Cost Status

DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	CURRENT ESTIMATE	COMMITMENTS	EXPENDITURES	CURRENT FORECAST
10	GUIDEWAY & TRACK ELEMENTS	385,323	-	-	385,323
20	STATIONS, STOPS, TERMINALS, INTERMODAL	517,378	-	-	517,378
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	-	-	-	-
40	SITWORK & SPECIAL CONDITIONS	406,955	6,261	175	406,955
50	SYSTEMS	96,734	-	-	96,734
CONSTRUCTION SUBTOTAL (10-50)		1,406,389	6,261	175	1,406,389
60	ROW, LAND, EXISTING IMPROVEMENTS	312,422	166,839	80,678	312,422
70	VEHICLES	85,351	-	-	85,351
80	PROFESSIONAL SERVICES	383,941	64,262	46,758	383,941
SUBTOTAL (10-80)		2,188,104	237,363	127,611	2,188,104
90	UNALLOCATED CONTINGENCY	222,441	-	-	222,441
100	FINANCE CHARGES	88,695	-	-	88,695
TOTAL (10-100)		2,499,240	237,363	127,611	2,499,240

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JULY 2016

Westside Purple Line Extension Section 2 Project Near-Term Critical Activities Schedule

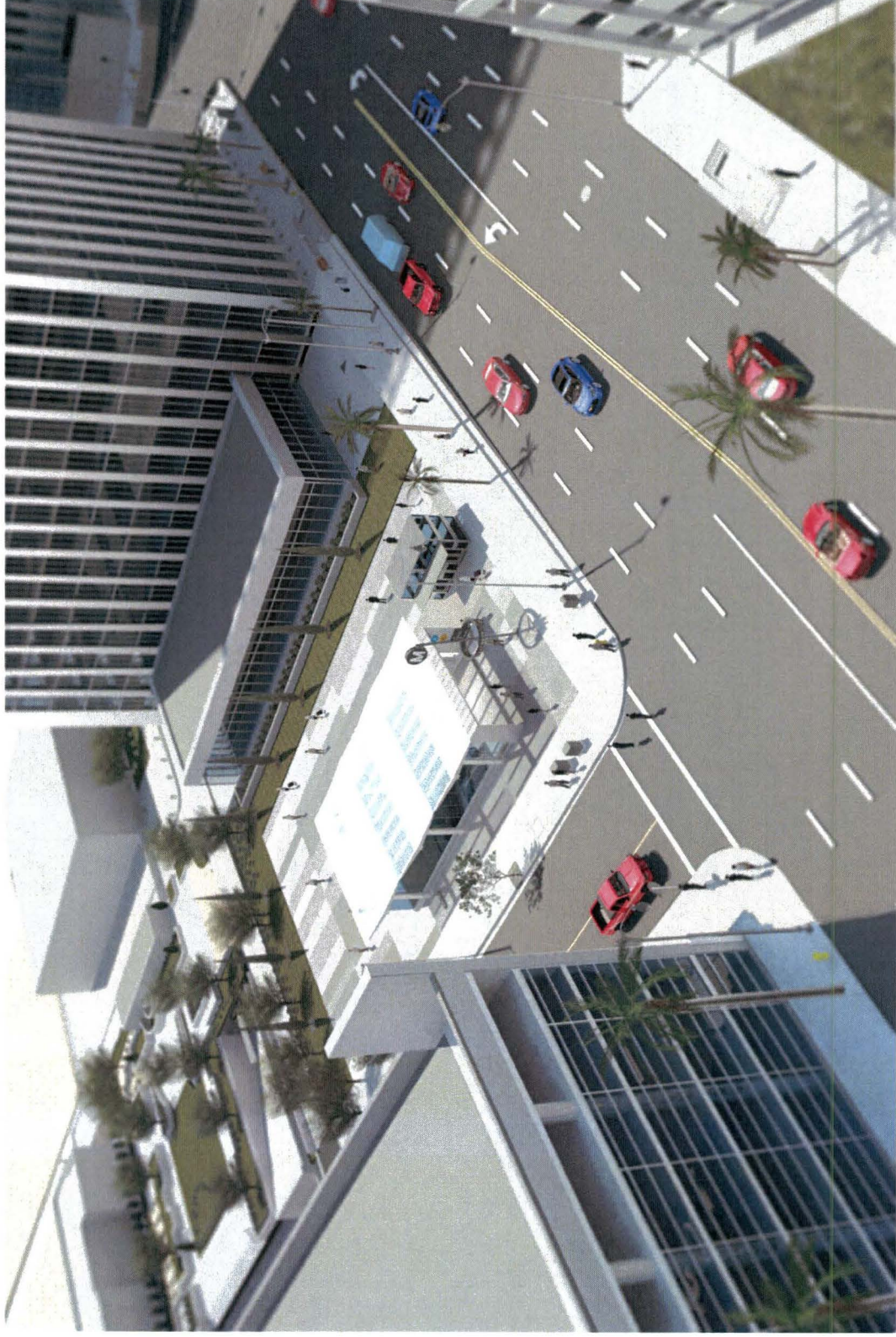


Westside Purple Line Extension Section 2 Project Top Risks & Mitigations

Risk ID	Risk Description	Proposed Mitigation	Risk Score
125.2	Utility relocations delay construction.	<ol style="list-style-type: none"> 1. Work with City and Utility Owners to expedite obtaining permits, and complete design and construction on schedule. 2. Packaged AUR with DB Contract. 3. Advance designs and DB Contract to 85% complete. 	13.5
33.2	Acquisition of property goes to condemnation and/or legal battle and project is delayed.	<ol style="list-style-type: none"> 1. Current project schedule accounts for additional time required for condemnation. 	10.5
281.2	Resource availability may be over burdened and construction activities cannot occur concurrently, as envisioned, leading to schedule delays and increased project costs.	<ol style="list-style-type: none"> 1. Metro has reviewed construction durations in ACE/PE through constructability and industry review and adjusted project schedule and cost estimate accordingly. 	9
593	Delay to Metro procurement process.	<ol style="list-style-type: none"> 1. Apply lessons learned from Section 1 procurement process. 2. Develop Procurement Plan. 	9
126.2	Private utility companies may have resource constraints for meeting project schedule.	<ol style="list-style-type: none"> 1. Maintain close coordination with utility companies and resequence utility work as necessary. 	9

Westside Purple Line Extension Section 2 Project

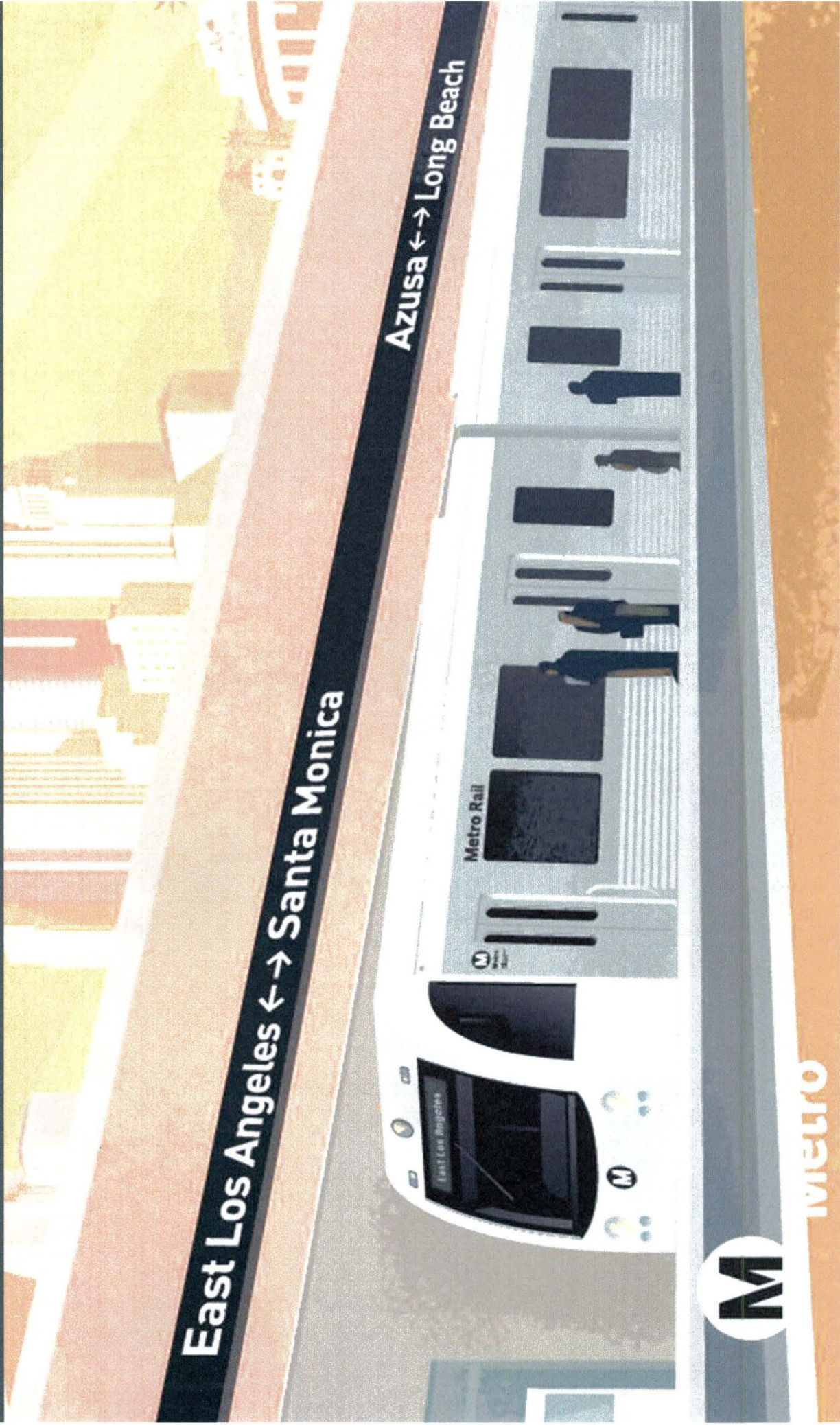
Discussion



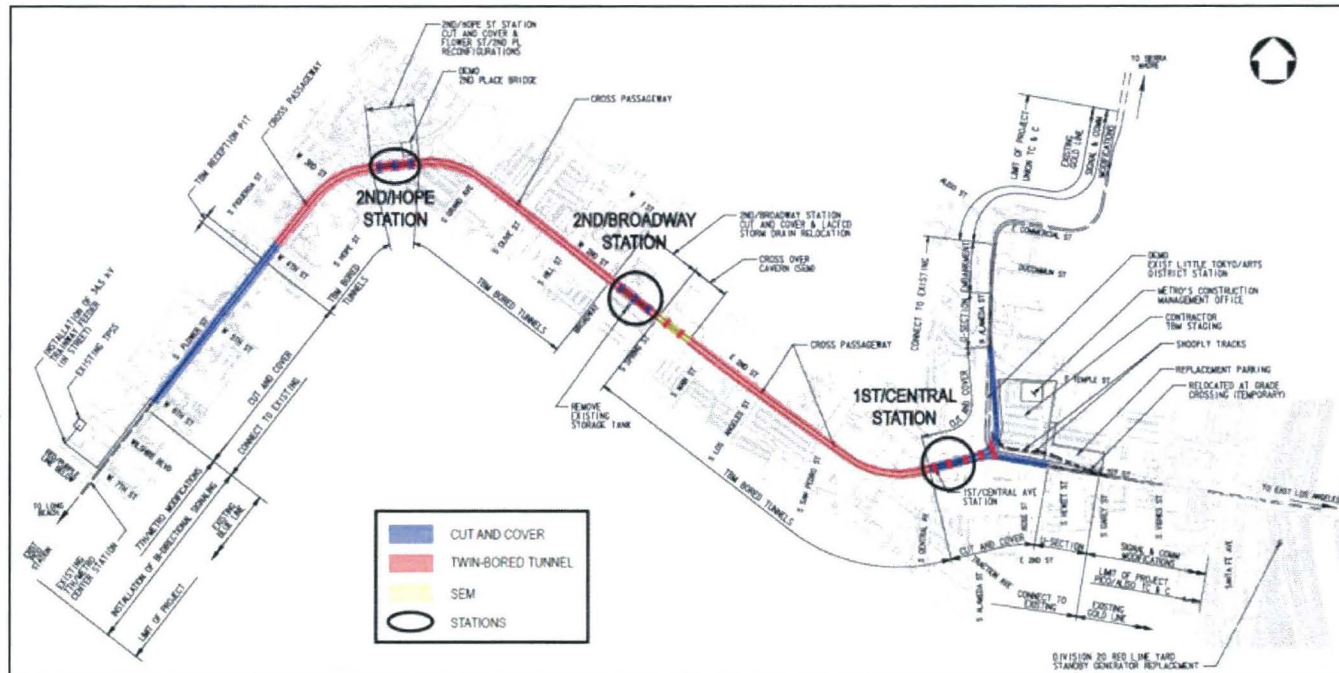
Wilshire/Rodeo Station



Regional Connector Transit Corridor FTA Quarterly Review – August 31, 2016



Project Description



1.9 mile Link Connecting Blue & Expo Lines with Gold Line

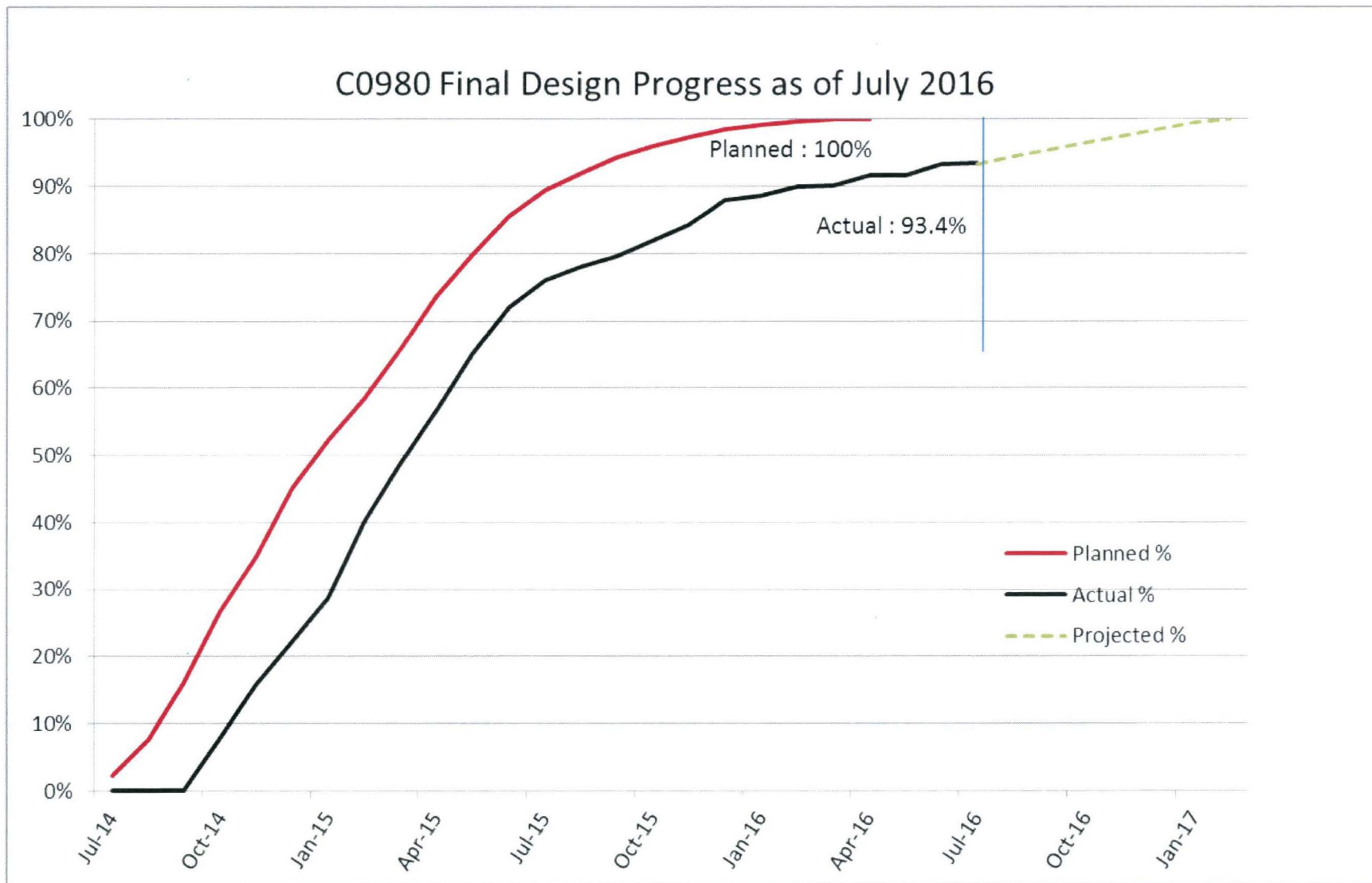
3 New Stations

\$1.599 Billion (Life of Project Budget)

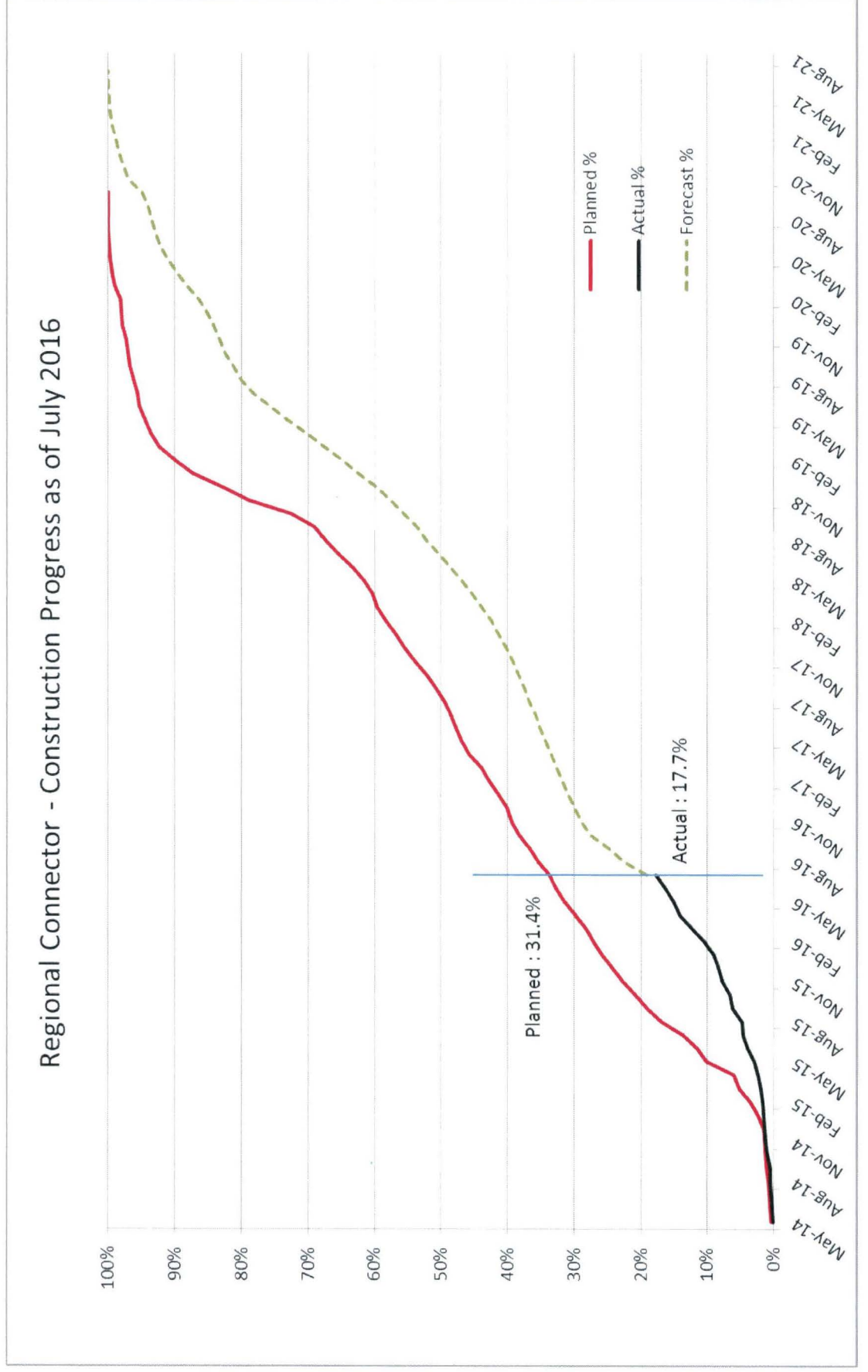
90,000 Daily Project Transit Trips

17,700 Daily New Transit Trips

Design Progress Planned vs. Actual



Construction Progress Planned vs. Actual



Project Update – 1st/Central

Final Design

- AFC design packages being prepared by RCC; submittal to Metro anticipated in August 2016

Construction

- “Broke-through” excavation across Alameda Wye
- Completed installation and testing of 36” waterline
- Began installation of HDPE waterproofing in 1st/Central Station
- Began Installation of Level 2 Struts at the Wye



Pouring mud mat at 1st/Central Station



Hanging Utilities under Wye

Project Update – 2nd/Broadway

Final Design

- 100% design packages being prepared by RCC; submittal to Metro anticipated in August 2016

Construction

- Pile installation at 2nd/Broadway intersection underway
- Continue work on 12" and 18" waterlines in 2nd/Spring intersection
- DWP Phase 2 cable pulling continues



Piling at 2nd/Broadway Intersection



Cap beam excavation at 2nd/Broadway

Project Update – 2nd/Hope

Final Design

- AFC design package (without pedestrian bridge) being prepared by RCC; submittal to Metro anticipated in August 2016

Construction

- Excavation of second lift at 2nd/Hope Station continues; four additional lifts remain to invert base
- Continue installation of Level 2 walers on west side and Level 1 walers on east side of station box



Muck removal at 2nd/Hope Station



Excavation at 2nd/Hope Station

Project Update – Flower Street

Final Design

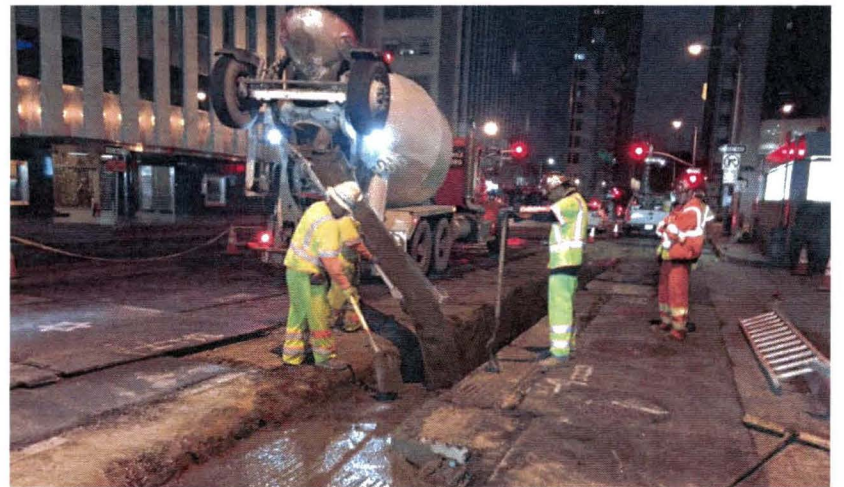
- Change notices for deletion of Flower Street crossover pending execution; RCC to prepare design modifications

Construction

- Piling between 4th and 5th Street nearly complete
- Work hour restrictions has dramatically impacted production
- Decking operations are planned to begin in September



Piling setup at 4th/Flower



Slurry backfill over welded steel pipe on Flower Street

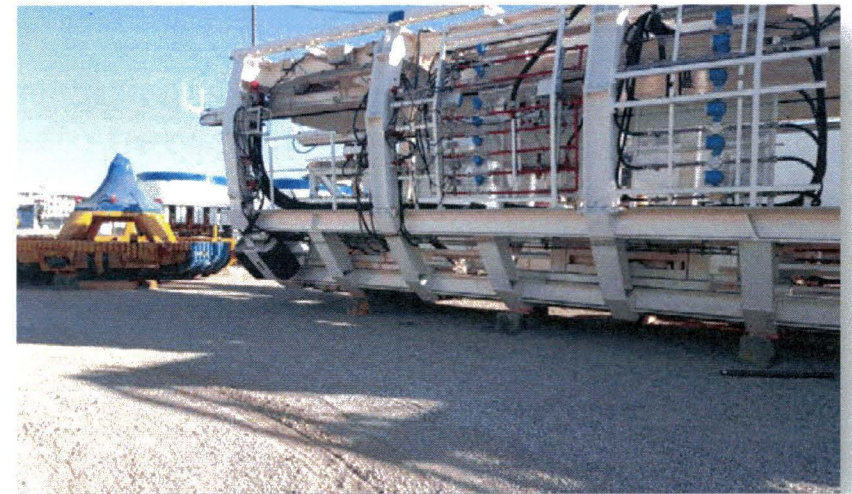
Project Update - Tunnel

Final Design

- AFC design packages for SEM/Cross passages being prepared by RCC; anticipated submittal in October 2016

Construction

- Completed installation of UMP at Tie-back Removal Pit
- Installing inclinometer and Utility Monitoring Points at Flower Street
- Began pre-conditioning of compensation grout system
- Preassembly of TBM ongoing



TBM Yard



Installation of Geotechnical Instrumentation

Risk Assessment Status – Top 5 Risks

(July 2016)

Risk ID	Risk Description	Risk Score	Action Items
213	Law suits at Flower Street may delay the Project and increase costs.	25	<ol style="list-style-type: none"> 1. Strict compliance of MMRP requirements. 2. Review of RCC plans and activities. 3. Outreach to stakeholders.
313	TBM recovery pit delay	22.5	<ol style="list-style-type: none"> 1. Sunday variance approval 2. Extended work hour approval 3. Resequencing excavation
291	City agency review and approval time for traffic management plans (TMP), traffic control plans (TCP) and permits may continue to delay project schedule.	22.5	<ol style="list-style-type: none"> 1. Metro Execs to interface with City of LA counterparts to gain support and commitment for timely approvals. 2. Bi-weekly meetings with DOT/BOE/Mayor's Staff to conduct preliminary review of street closures requests.
296	6th and Flower utility interference (DWP utilities) may cause delay.	20	<ol style="list-style-type: none"> 1. Pothole investigation 2. Final relocation design 3. Review construction interface / impact to/from piling and water relocation operations 4. Initiate Caltrans Permit
184	Police rejection of work hour variance may restrict production along Flower Street thus impacting production, schedule and costs.	20	<ol style="list-style-type: none"> 1. Secure ambient noise readings for use at second attempt for variance. 2. Secure support from stakeholders (including Bonaventure) for Sunday work variance 3. Petition for Sunday variance.

Cost Analysis (FFGA)

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT (860228)
 PERIOD ENDING JUL 2016
 DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	ORIGINAL FFGA BUDGET	FFGA BUDGET	COMMITMENTS	EXPENDITURES	CURRENT FORECAST	FFGA BUDGET/FORECAST VARIANCE
10	GUIDEWAYS & TRACK ELEMENTS	280,622	217,526	206,736	44,589	218,769	1,243
20	STATIONS, STOPS, TERMINALS, INTERMODAL	354,268	225,929	219,929	14,565	225,999	70
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDGS	0	0	0	0	0	0
40	SITWORK & SPECIAL CONDITIONS	141,785	484,929	458,226	276,315	497,227	12,298
50	SYSTEMS	69,667	74,942	63,689	1,559	75,475	532
	CONSTRUCTION SUBTOTAL (10-50)	846,343	1,003,326	948,580	337,028	1,017,470	14,144
60	ROW, LAND, EXISTING IMPROVEMENTS	115,889	74,208	74,151	46,342	74,208	0
70	VEHICLES	16,275	16,275	16,275	1,678	16,275	0
80	PROFESSIONAL SERVICES	261,455	274,570	245,900	187,266	276,680	2,110
	SUBTOTAL (10-80)	1,239,963	1,368,380	1,284,907	572,314	1,384,634	16,254
90	UNALLOCATED CONTINGENCY	135,399	72,485	0	0	56,231	-16,254
100	FINANCE CHARGES	27,571	7,115	0	0	7,115	0
	TOTAL PROJECT (10-100)	1,402,932	1,447,980	1,284,907	572,314	1,447,980	0

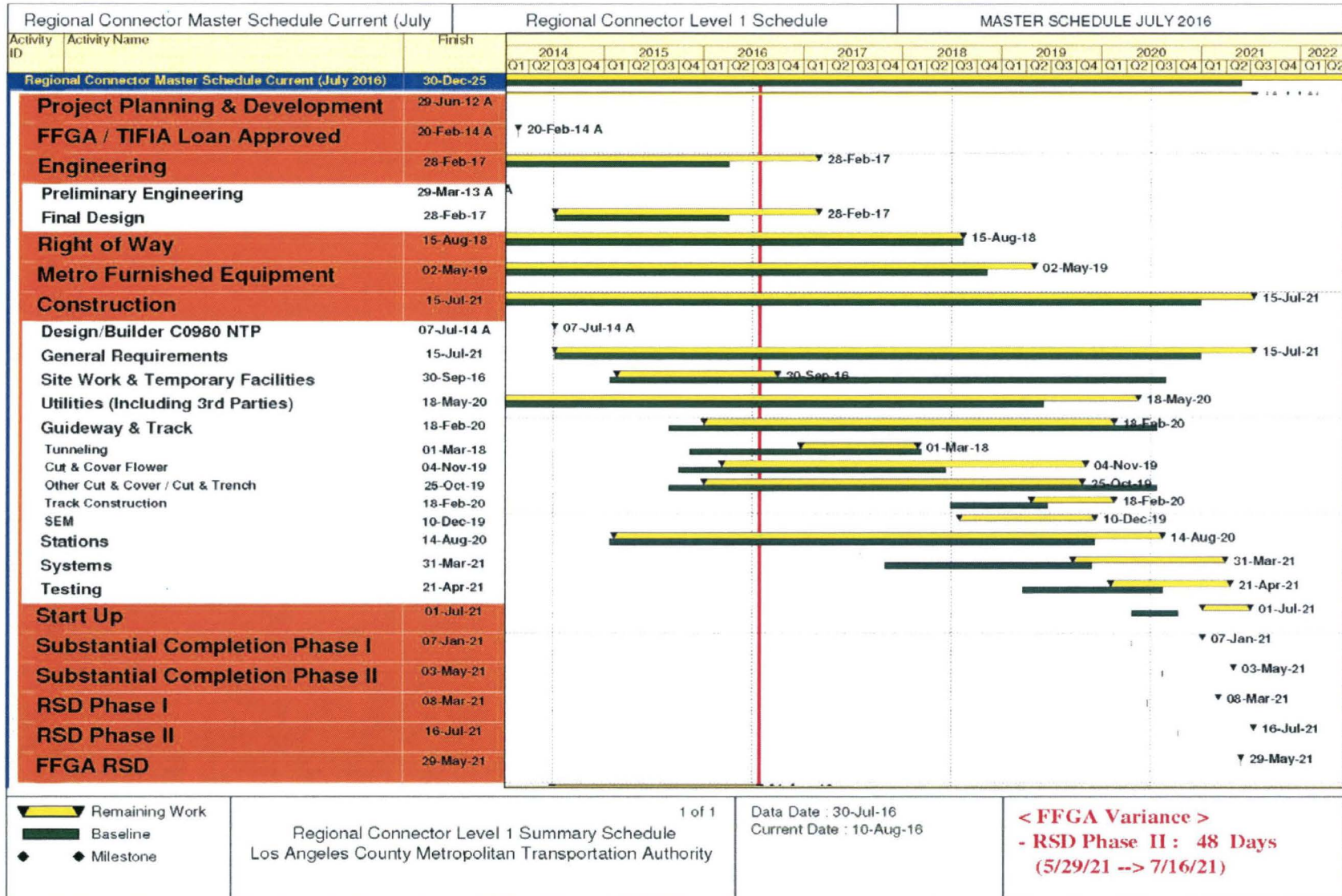
Note: Expenditures reflects FIS incurred cost through Jul 2016 plus pending invoices from RCC, CPJV and Arcadis.

Contingency Status

**REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT
FFGA PROJECT CONTINGENCY DRAWDOWN
STATUS AS OF JULY 2017**

	UNALLOCATED CONTINGENCY	ALLOCATED CONTINGENCY	TOTAL
CONTINGENCY	\$ 78,525,029		\$ 78,525,029
Design Build RCC Contract		\$ 31,322,871	\$ 31,322,871
Private Utilities		\$ -	\$ -
Environmental Planning		\$ -	\$ -
C0980: Mods		\$ (8,372,257)	\$ (8,372,257)
Prof. Svcs: Labor Compliance	\$ (1,915,465)	\$ -	\$ (1,915,465)
Connector Partnership Joint Venture (CPJV)	\$ (4,025,020)		\$ (4,025,020)
Safety Equipment & Supplies	\$ (99,420)	\$ -	\$ (99,420)
REMAINING CONTINGENCY	\$ 72,485,124	\$ 22,950,614	\$ 95,435,738
% Contingency	5.01%	1.59%	6.59%

Summary Schedule



Disadvantage Business Enterprise

Contract C0980 Regional Connector Transit Corridor Design-Build (Reporting Data as of July 31, 2016)

Design

- DBE Goal 20%
- Current DBE Commitment \$11,303,360.03 (22.63%)
- Current DBE Participation 23.21%
- Twelve (12) Design DBE sub-consultants have been identified to date

Construction

- DBE Goal 18%
- Current DBE Commitment \$157,068,359.10 (18%)
- Current DBE Participation 18.82%
- Forty eight (48) Construction DBE sub-consultants have been identified to date

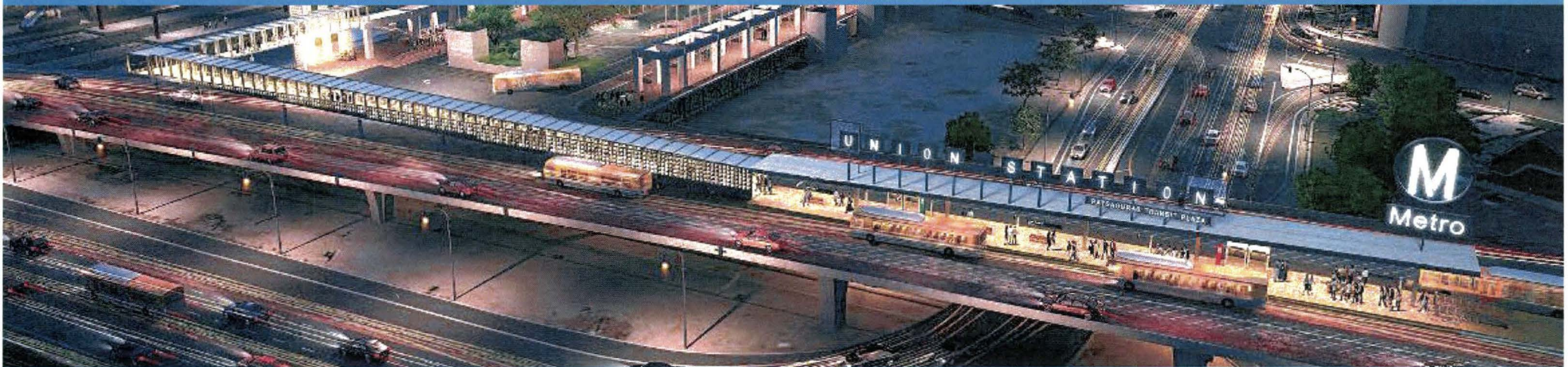
Patsaouras Plaza Bus Station

FTA Quarterly Review – August 31, 2016



Patsaouras Plaza Bus Station

Project Description

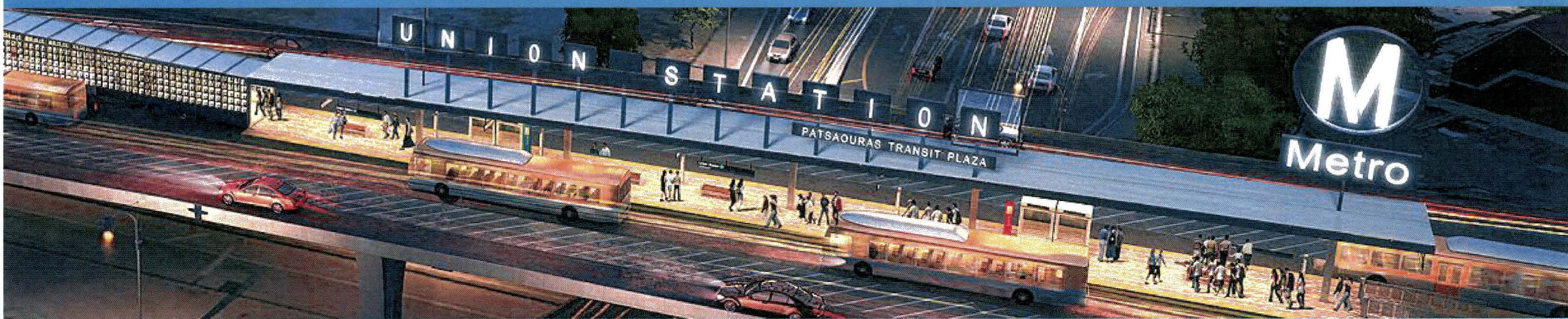


- Relocates patron boarding station currently on North Alameda
- Improves vertical and horizontal pedestrian circulation
- Provides direct connection to Union Station
- Widens existing Caltrans Los Angeles River Busway Bridge
- Will serve Metro, Foothill Transit, and other operators



Patsaouras Plaza Bus Station

Project Budget

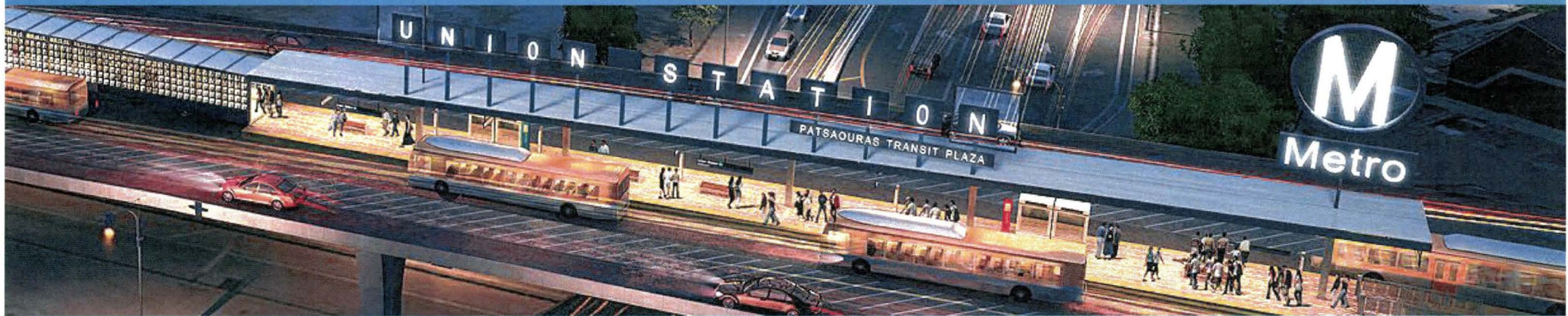


ELEMENT CODE	ELEMENT DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET	COMMITMENTS	EXPENDITURES	CURRENT FORECAST	BUDGET / FORECAST VARIANCE
				TO DATE	TO DATE	TO DATE	
C	CONSTRUCTION	19,992,000	25,435,000	25,596,000	5,106,000	25,857,000	422,000
S	SPECIAL CONDITIONS	750,000	2,517,000	542,000	64,000	1,240,000	(1,277,000)
R	RIGHT-OF-WAY	-	-	-	-	-	-
P	PROFESSIONAL SERVICES	7,425,000	9,024,000	6,474,000	5,301,000	10,493,000	1,469,000
PC	PROJECT CONTINGENCY	2,817,000	2,817,000	-	-	2,203,000	(614,000)
TOTAL PROJECT		30,984,000	39,793,000	26,612,000	10,471,000	39,793,000	-



Patsaouras Plaza Bus Station

Issues With Potential to go Above \$100,000



All previously reported changes above \$100,000 have been negotiated and settled with the contractor. There are no current pending changes above \$100,000.



Patsaouras Plaza Bus Station

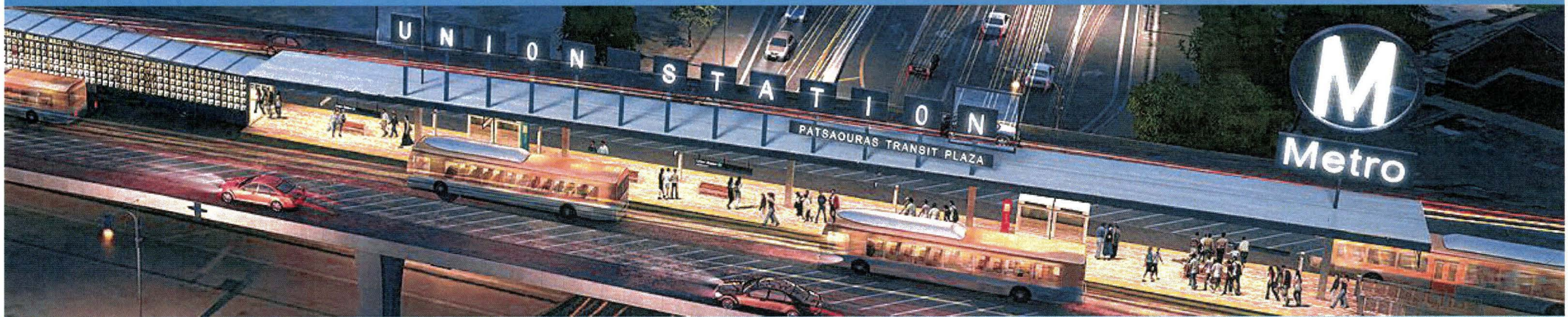
Project Schedule

C0970 - Union/Patsaouras Plaza Station - July 2016		July 2016 vs. Approved Re-Baseline			18-Aug-16 06:53				
Activity Name	Re-Baseline Start	Re-Baseline Finish	Start	Finish	2014	2015	2016	2017	2018
C0970 - Union/Patsaouras Plaza	28-Feb-14	01-Dec-17	28-Feb-14 A	01-Dec-17					
Key Milestones	28-Feb-14	30-Apr-15	28-Feb-14 A	30-Apr-15 A					
Contract Milestones / Summary	28-Feb-14	31-Mar-14	28-Feb-14 A	31-Mar-14 A					
Contract Award	28-Feb-14	28-Feb-14	28-Feb-14 A	28-Feb-14 A					
Notice to Proceed (NTP)	31-Mar-14	31-Mar-14	31-Mar-14 A	31-Mar-14 A					
Required & Furnishes Permits	20-May-14	30-Apr-15	20-May-14 A	30-Apr-15 A					
Caltrans Encroachment Permit Survey	20-May-14	11-Aug-14	20-May-14 A	11-Aug-14 A					
Caltrans Encroach Permit Pothole	15-Aug-14	30-Apr-15	15-Aug-14 A	30-Apr-15 A					
Caltrans Encroachment Permit Construction	08-Oct-14	03-Dec-14	08-Oct-14 A	03-Dec-14 A					
Final Design	31-Mar-14	29-Feb-16	31-Mar-14 A	29-Feb-16 A					
Final Design	31-Mar-14	29-Feb-16	31-Mar-14 A	29-Feb-16 A					
Construction	01-Aug-16	01-Nov-17	01-Aug-16	01-Nov-17					
Construction	01-Aug-16	01-Nov-17	01-Aug-16*	01-Nov-17					
Project Substantial Completion	02-Nov-17	01-Dec-17	02-Nov-17	01-Dec-17					
Project Substantial Completion	02-Nov-17	01-Dec-17	02-Nov-17	01-Dec-17					



Patsaouras Plaza Bus Station

Design/Build Contract C0970 - Current Quarter Update

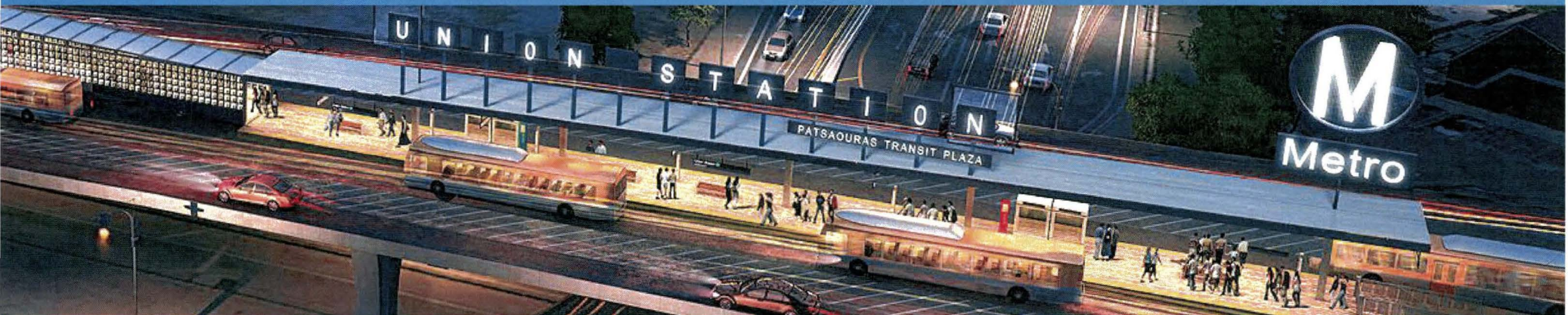


- **Design Status.** Busway (structures): AFC design package approved by Caltrans Structures Group. Pedestrian Ramp/Bridge/Station (structures): AFC design package submitted to Caltrans for approval. Civil/Roadway: AFC design package submitted to Caltrans for approval. Submitting final design of pedestrian walkway/stairs/elevator tower within Metro Right-of-Way for Metro review and approval.
- **Environmental.** Caltrans approved Aerially Deposited Lead (ADL) Study. Storm Water Data Report submitted and included in the Supplemental PSR/PR currently under review by Caltrans.
- **Right of Way.** R/W Certification acquired from Caltrans regarding project's real estate and utility issues.



Patsaouras Plaza Bus Station

Design/Build Contract C0970 - Concerns



- LADWP Temporary Overhead On Vignes Ramps
- Vignes Ramps Closure Traffic Control Plan
- Ramirez Street Closure Traffic Control Plan
- Non- Aerially Deposited Lead Report
- Bridge Sampling Plan
- Air Monitoring Plan
- Supplemental PSR/PR
- General Project Environmental Clearances

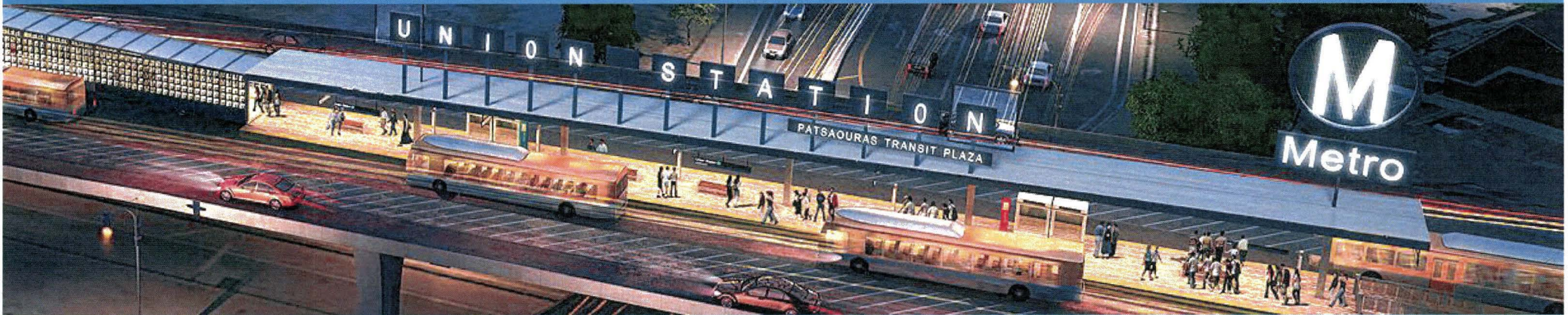


Metro



Patsaouras Plaza Bus Station

Activities for Next Quarter



- Roadway Plans Approved for Construction
- Pedestrian Ramp and Bridge Approved for Construction
- Metro R/W Architectural/Walkway/Elevator/MEP approval
- Non-ADL Study approval
- Finalize Supplemental PSR/PR
- Complete temporary LADWP conduit relocation
- Initiate utility work
- Start construction



Metro



FTA Quarterly Planning Update






August 31, 2016

Metro Planning Report

- Potential Ballot Initiative Update
- Small Starts Projects
 - Metro Rapid System Gap Closure Lines
- Other Projects
 - East San Fernando Valley Transit Corridor
 - Eastside Transit Corridor Phase 2
 - Airport Metro Connector – 96th Street Transit Station
- TIGER VI Planning Grant Project
 - Willowbrook/Rosa Parks Station Master Plan Implementation Project
 - Eastside Access Improvements
- TIGER VII Planning Grant Projects
 - Rail to Rail Active Transportation Corridor Connector Project
- Ladders of Opportunity Grant Project
 - Cesar Chavez Bus Stop Improvements Project



Potential Ballot Initiative Update Transportation Plan Roadmap

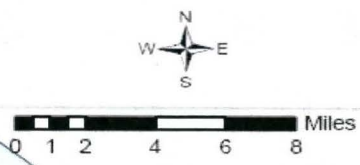
	OCTOBER 2015	NOVEMBER— DECEMBER 2015	JANUARY— MARCH 2016	APRIL— JUNE 2016	WE ARE HERE JULY— SEPTEMBER 2016	OCTOBER— DECEMBER 2016
EXPENDITURE PLAN	> Plan Framework	> Finalize Framework	> Evaluate Project Sequencing	> Finalize Project Sequencing	> Submit Ballot Measure	 ELECTION NOV 8, 2016
 STAKEHOLDER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

Metro Rapid System Gap Closure Lines

Los Angeles
Metro BRT Network

- Legend**
- Gap Closure Lines
 - Metro Rapid Lines
 - Metro Orange Line
 - Metro Silver Line
 - Metro Rail
 - + -+ Metrolink

Includes 7 Metro Rapid Corridors
 Total of 126 Miles
 Total Project Cost \$25.7 Million
 Note: All Gap Closure Rapid lines are currently operating



Metro Rapid System Gap Closure Lines

Transit Signal Priority

Corridor	Status*	Next Steps
South Sepulveda (Last 25% in Culver City)	<p>Completed – City of Los Angeles (75% of corridor)</p> <p>June 2016 – City issued Best and Final Offer letter to bidders to construct and implement transit signal priority in City of Culver City**</p> <p>August 22, 2016 – Award contract (anticipated)</p>	June 2018 – Complete installation**
Torrance-Long Beach	Construction completed and undergoing system testing	September 2016 – Complete system testing
Venice	Completed	N/A
Atlantic	Completed	N/A
Garvey-Chavez	Completed	N/A
West Olympic	Completed	N/A

* All TPS is operational, except the Culver City segment of Sepulveda

** Combined with City's SmartBus project

Metro Rapid System Gap Closure Lines

Shelter Implementation

Status

- Completed 99 shelters in 13 jurisdictions
 - Bell – Rosemead
 - County of Los Angeles – San Fernando
 - Cudahy – South El Monte
 - Inglewood – South Gate
 - Lawndale – South Pasadena
 - Lynwood – Vernon
 - Monterey Park
- September 2016 (anticipated):
 - Award Contract (Culver City)
 - Release RFP (Torrance)

Next Steps

- Fall 2016 – Award contract (Torrance, anticipated)
- Begin outreach to cities for second phase of countywide shelter implementation



Metro



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	\$17,529,781	\$23,121,925
Shelters	\$ 5,160,000	\$ 5,160,000	\$ 3,217,210	\$1,650,000*
TOTAL	\$29,204,301	\$29,204,301	\$20,746,991	\$24,771,925

*Forecast to complete for Gap Closure shelters only

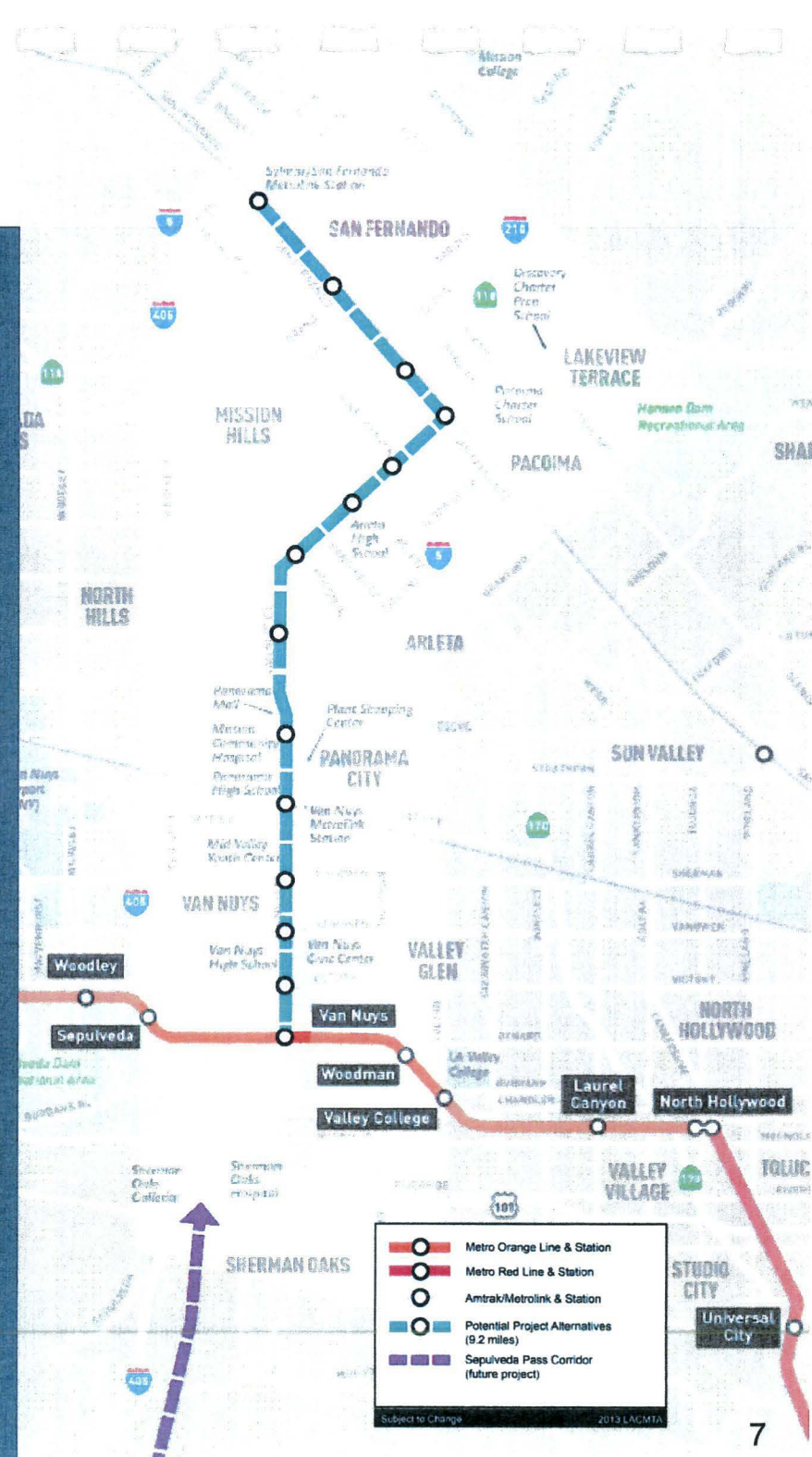
East San Fernando Valley Transit Corridor

Status

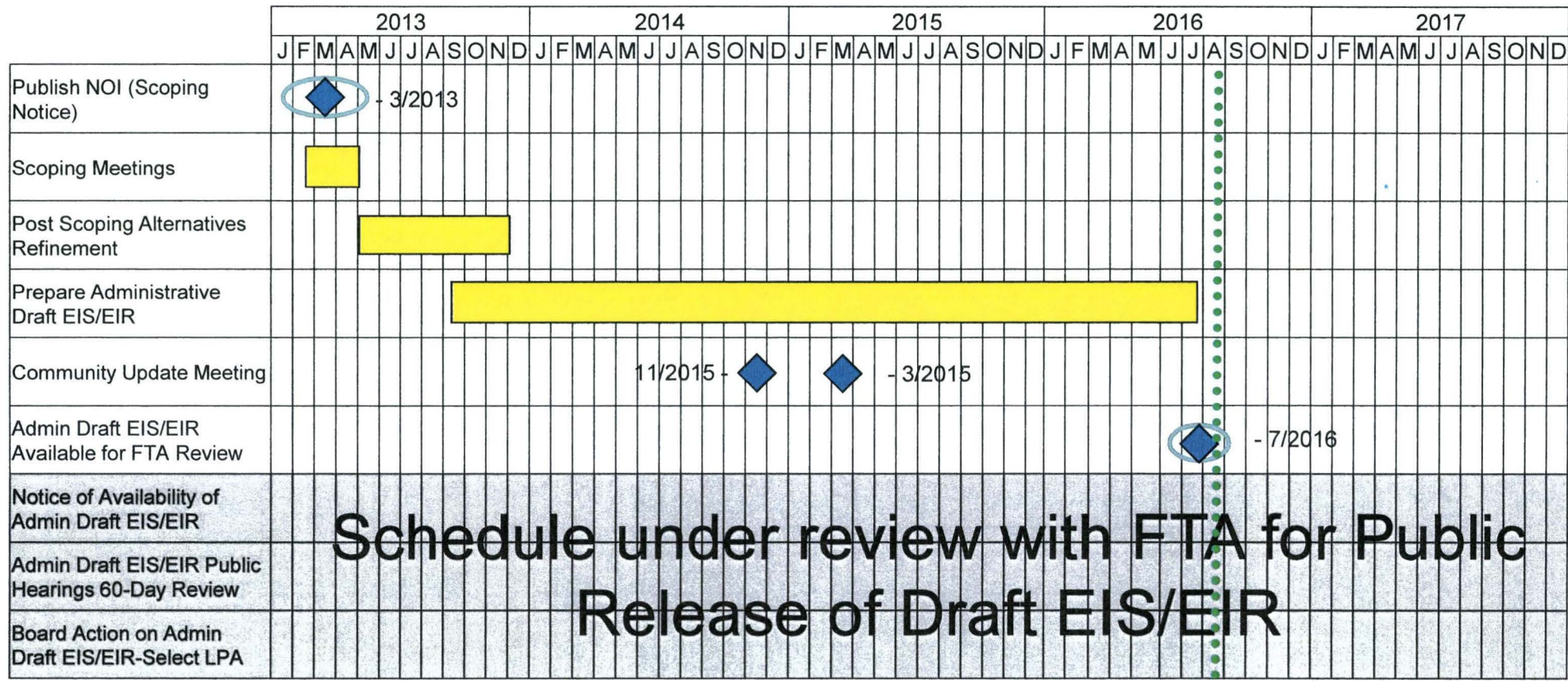
- Administrative Draft EIS/EIR
 - Transmitted document to FTA for review and comment
- Community Outreach:
 - Ongoing outreach through business and neighborhood organizations
 - Updating area councilmembers

Next Steps

- Respond to FTA comments on Administrative Draft EIS/EIR



East San Fernando Valley Transit Corridor Draft EIS/EIR Schedule



Schedule under review with FTA for Public Release of Draft EIS/EIR

◆ = Milestone Date

○ = FTA Action

Last Revised: 8/2016

Eastside Transit Corridor Phase 2

Status

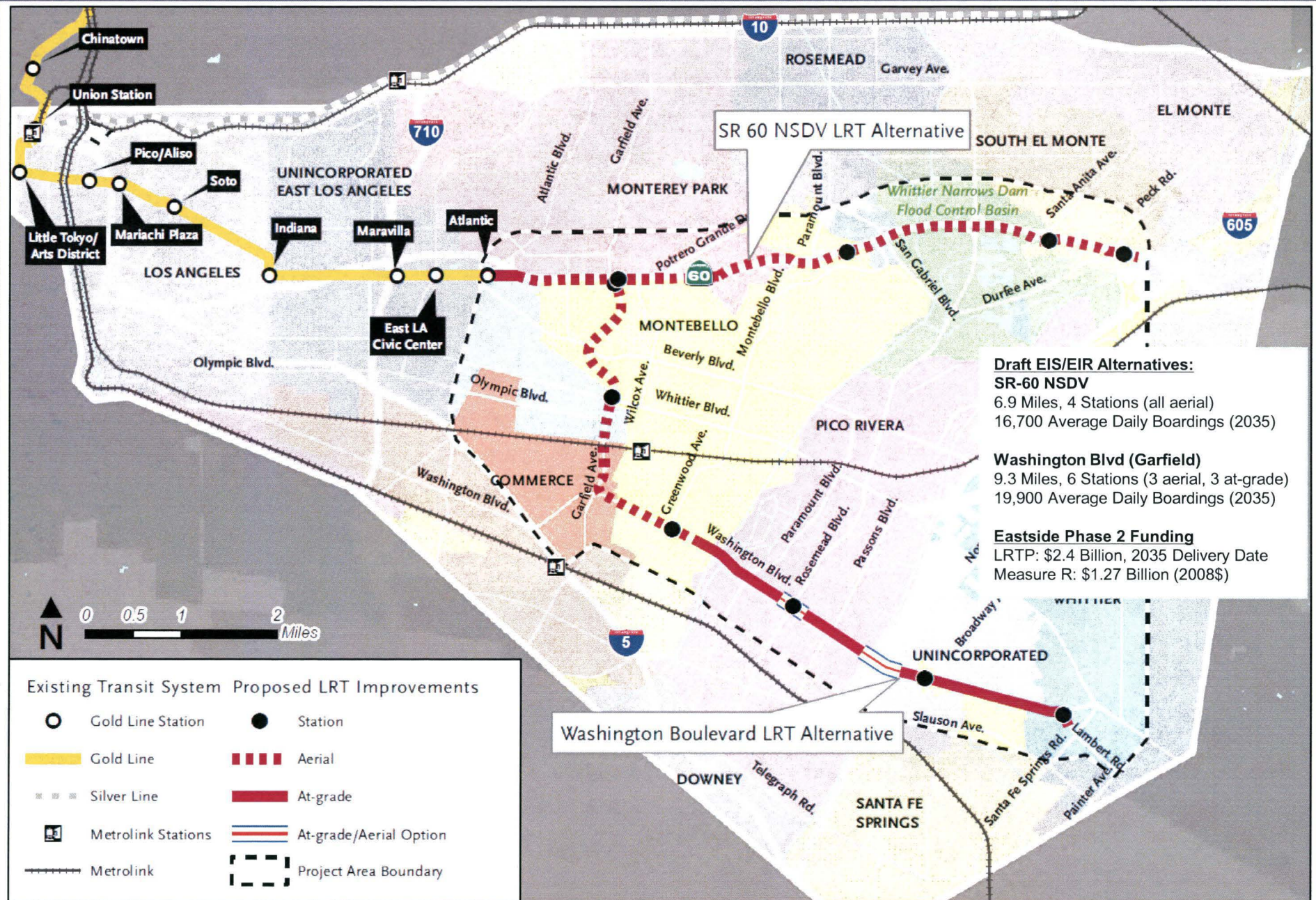
- Continued:
 - Technical Study to investigate comments from Cooperative agencies
 - Caltrans
 - Southern California Edison (SCE)
 - US Army Corps of Engineers (USACE)
 - US Environmental Protection Agency (USEPA)
 - California Department of Fish and Wildlife (CDFW)
 - Refinements of three new North/South routing connection concepts for Washington Blvd Alternative
- June 2016 – Held one community meeting:
 - Project update
 - Input on Washington Blvd routing connection concepts
- Briefings with:
 - SR-60 Coalition (monthly)
 - Washington Blvd Coalition (monthly)
 - Elected officials and stakeholders
- Coordination with West Santa Ana Branch to Eastside Phase 2 Connection Study



Next Steps

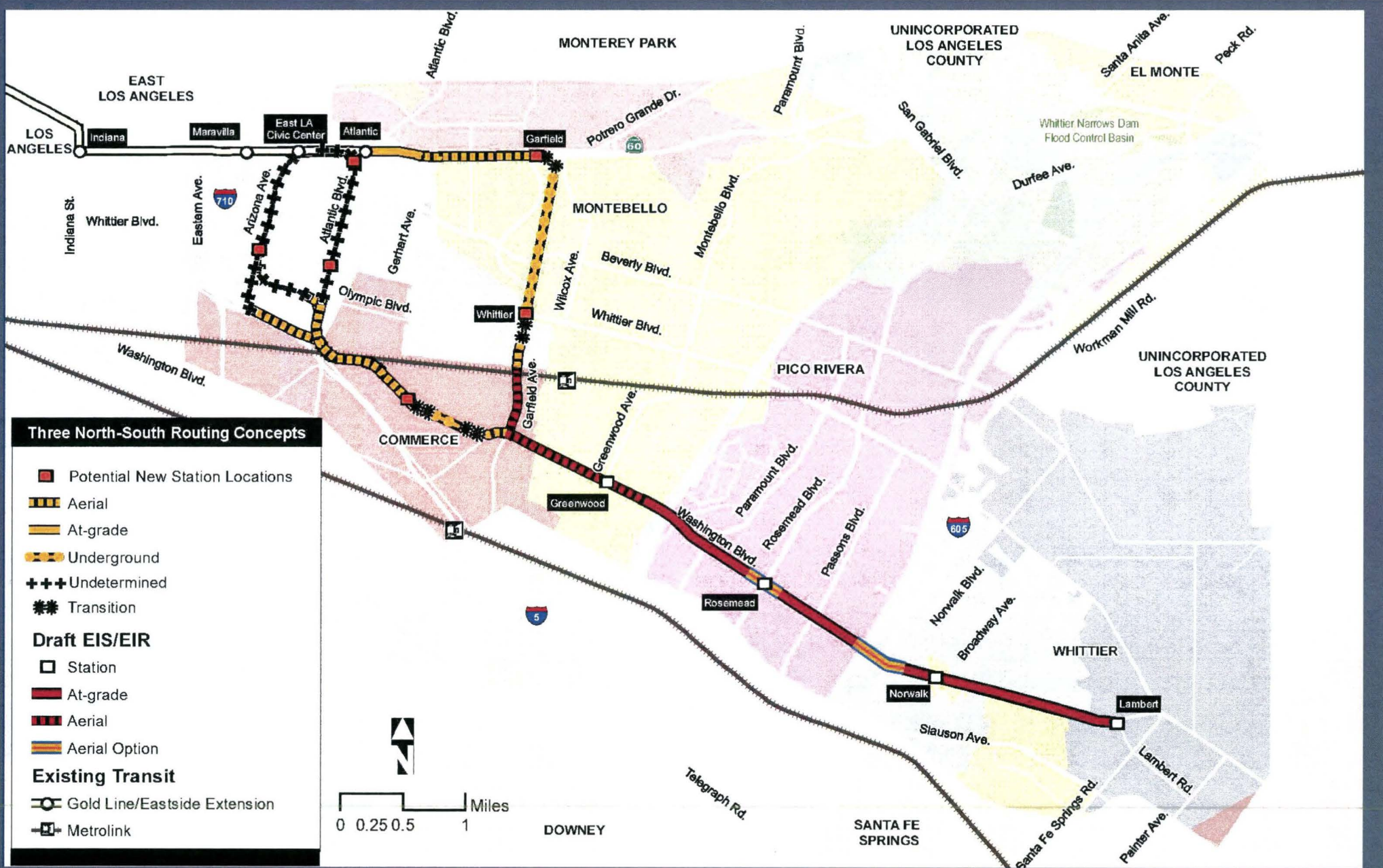
- Continue Technical Study

Eastside Transit Corridor Phase 2



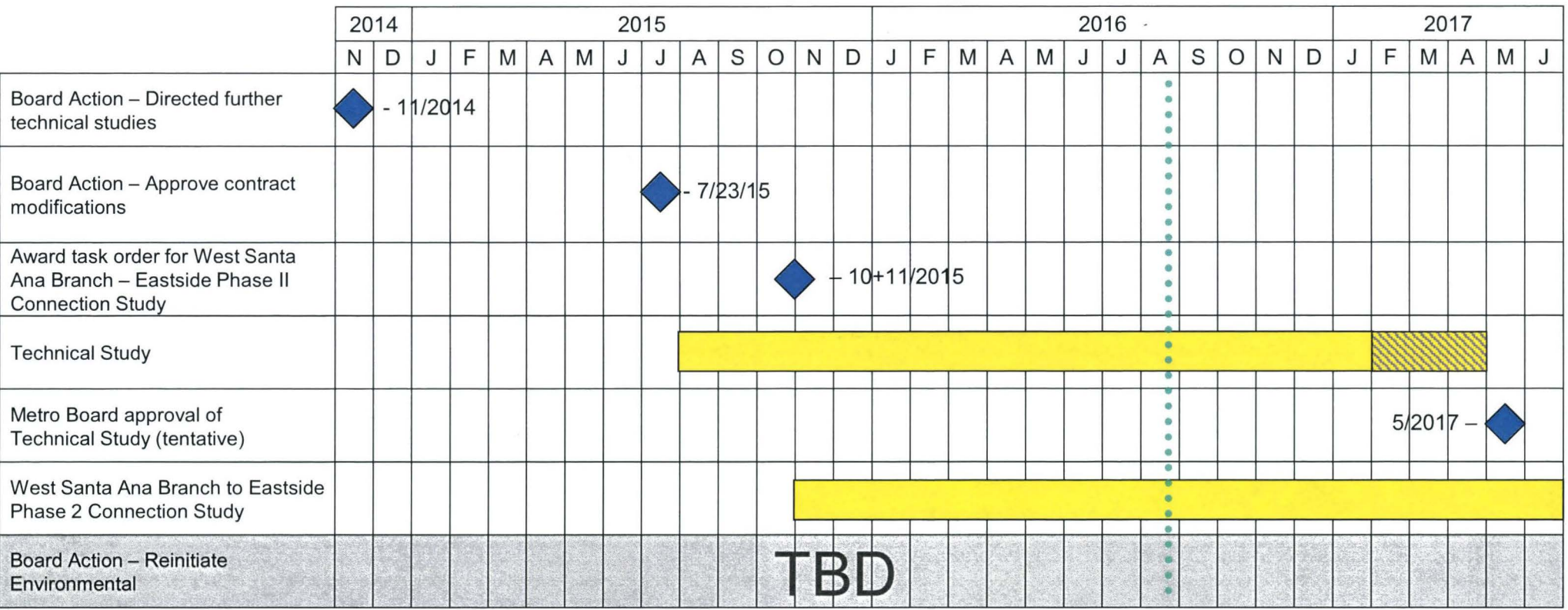
Eastside Transit Corridor Phase 2

Three Washington Blvd Routing Concepts Under Study



Eastside Transit Corridor Phase 2 Draft EIS/EIR Schedule

(Subject to Board Direction)



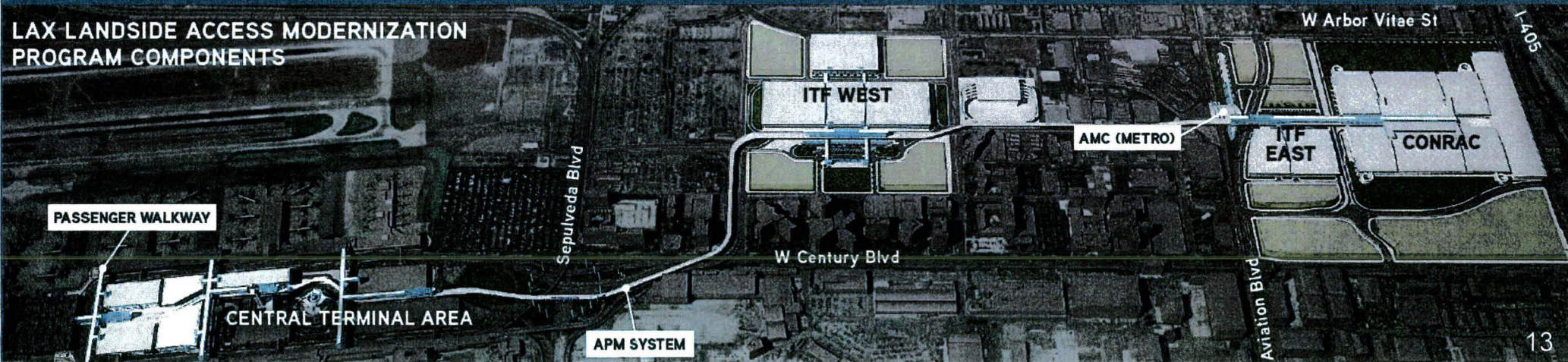
Last Revised: 8/2016

◆ = Milestone Date

Airport Metro Connector - 96th Street Transit Station

Status

- Environmental Review Process
 - June 22nd – Released Draft EIR
 - July 13th – Held Public Hearing
 - 45 attendees
 - August 6th – End of Public Comment Period
 - 73 comments received via public comment at hearing, letters, Facebook, Twitter, and email
 - Summary
 - Support for the project
 - Future of LAX City Bus Center
 - Impacts to Green Line service and stations
 - Arbor Vitae grade crossing
 - Parking in neighboring communities
 - Funding for the project
 - Bicycle access to the station
 - Escalators and elevator capacity



Airport Metro Connector - 96th Street Transit Station

Status (Cont.)

- August 2016
 - 10th – Met with FTA to discuss federal clearance
 - 25th – Board approval (anticipated) of contract mod for preparation of Final EIR and NEPA documentation
- Architectural and Engineering Design Services – Initiated Schematic Design
- Crenshaw/LAX Team
 - June 23, 2016 – Board approved Contract Modification for Walsh/Shea Corridor Constructors
 - Preparing cost associated with schedule impact for Board approval
 - FTA approved technical memorandum for environmental re-evaluation of design changes
- Applied for Funding Opportunities
 - State Transit and Intercity Rail Capital Program (TIRCP Cap and Trade) - \$140M (awarded \$40M)
 - Active Transportation Program (ATP) - \$9M
 - FTA Bus and Bus Facilities Grant Program Application - \$21M
 - FTA TIGER Grant Program Application - \$40M (not successful)

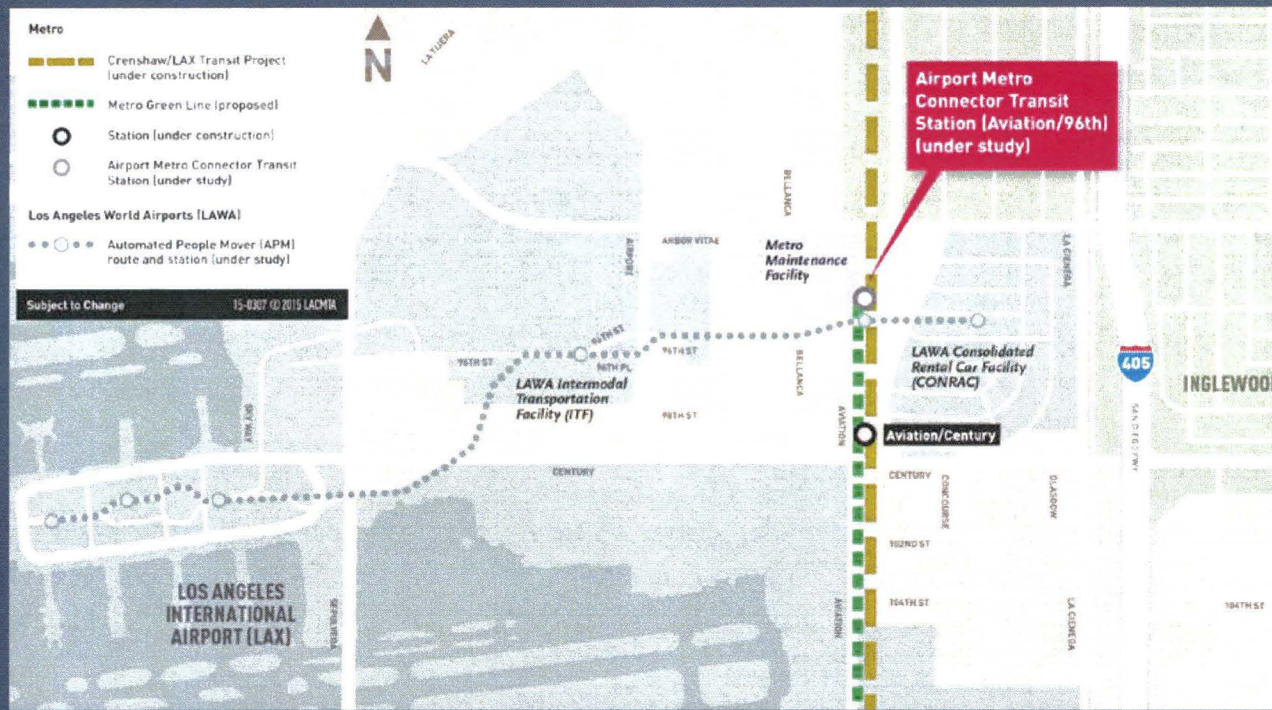


Metro

Airport Metro Connector - 96th Street Transit Station

Environmental Review Process: Project Components

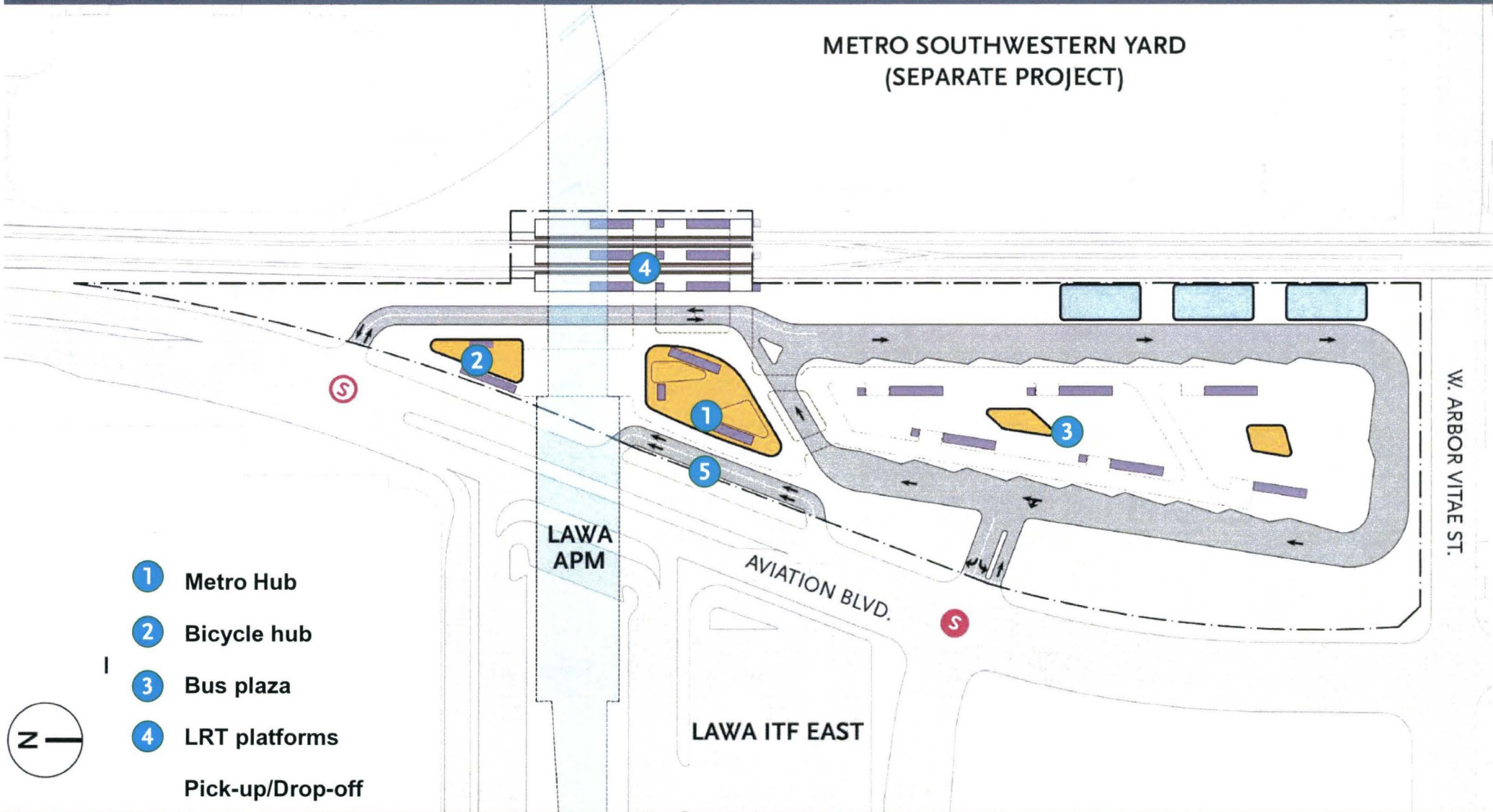
- Three at-grade Light Rail Transit Platforms served by Crenshaw/LAX and Metro Green Lines
- Bus plaza
- Bicycle hub
- Pedestrian plaza(s)
- Passenger pick-up/drop-off area
- Transit center/Terminal building (“Metro Hub”)



* APM is being cleared by LAWA

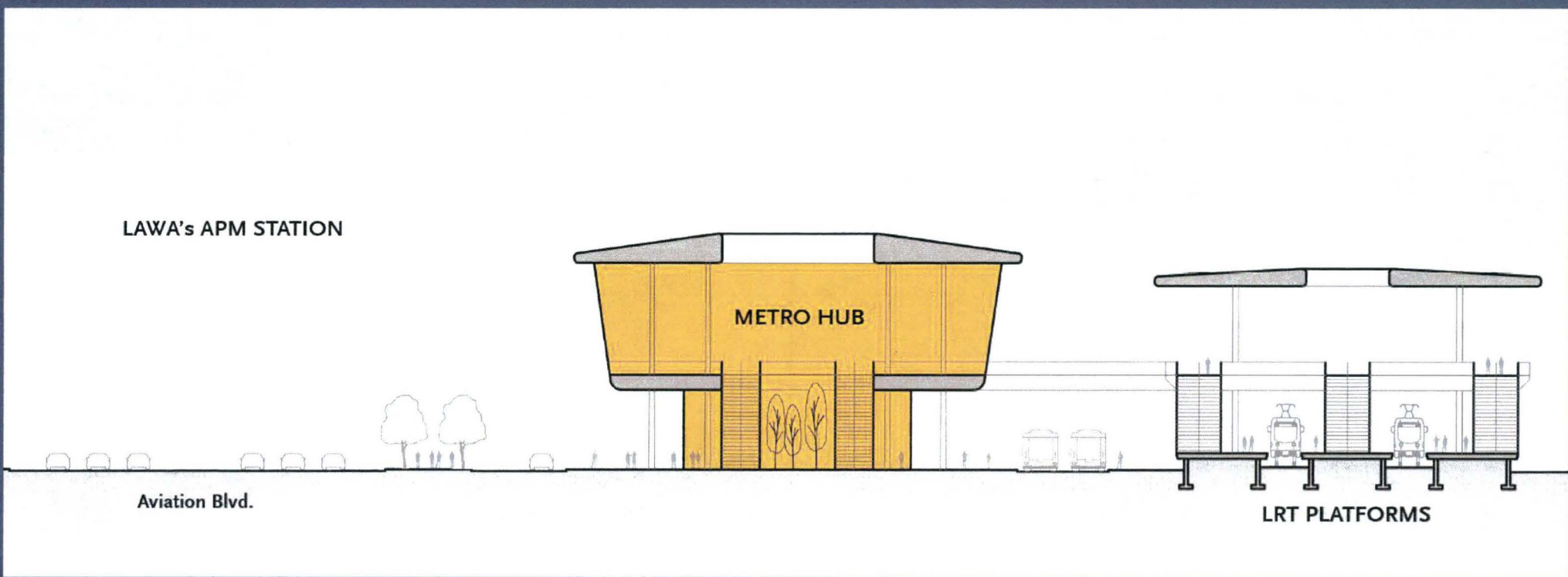
Airport Metro Connector - 96th Street Transit Station

Environmental Review Process: Conceptual Site Plan



Airport Metro Connector - 96th Street Transit Station

Environmental Review Process: Conceptual Cross Section



Airport Metro Connector - 96th Street Transit Station

Environmental Review Process: Summary of Impact Analysis

Environmental Topic	Significance of Impact
Aesthetics Agricultural Resources Biological Resources Cultural Resources Geology and Soils Hydrology and Water Quality Mineral Resources Population and Housing Public Services Recreation Utilities and Service Systems	No Impact
Air Quality Greenhouse Gas Emissions Land Use and Planning Noise and Vibration Transportation and Traffic	Less-Than-Significant Impacts
Biological Resources Cultural Resources Geology and Soils Hydrology and Water Quality Public Services	Less-Than-Significant Impacts With Regulatory Requirements
Hazards and Hazardous Materials	Less-Than-Significant Impacts With Incorporation of Mitigation

Airport Metro Connector - 96th Street Transit Station

Next Steps

- Complete Final EIR
- Initiate NEPA documentation
- Continued coordination with:
 - LAWA
 - Crenshaw/LAX project team
 - Southwestern Maintenance Yard
- Fall 2016 – Metro Board Certification of EIR



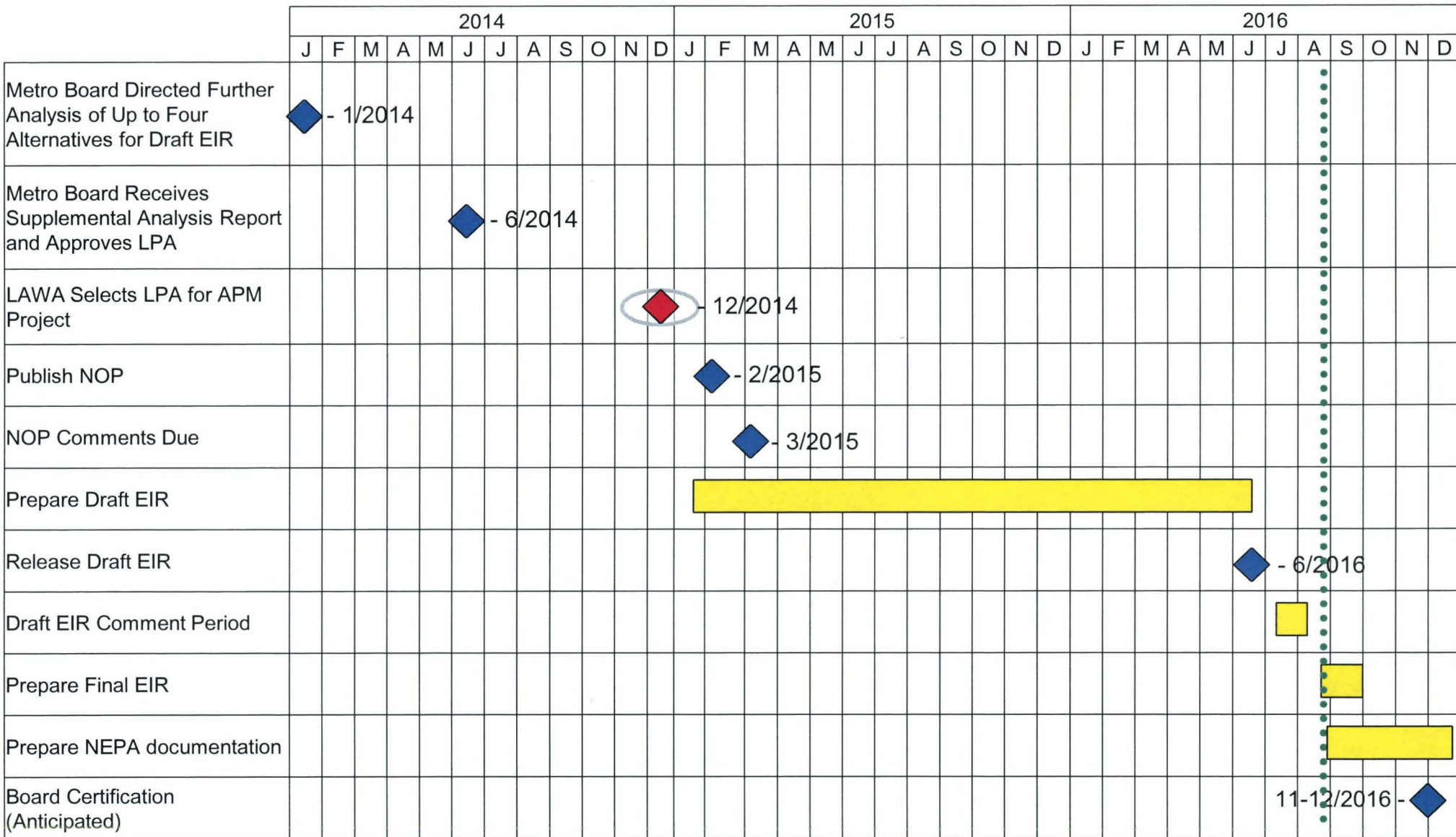
Metro

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

METRO: Airport Metro Connector (AMC) Transit Station														
Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Environmental (CEQA/NEPA)	■	■	■											
Design and Construction			■	■	■	■	■	■	■					
Opening									■					
2028 LRTP Construction Schedule									↑	■	■	■	■	■
↓														
LAWA: Automated People Mover (APM)														
Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Environmental (CEQA/NEPA)	■	■	■											
Design and Construction			■	■	■	■	■	■	■					
Opening									■					

* Contingent upon funding approval

Airport Metro Connector - 96th Street Transit Station Schedule



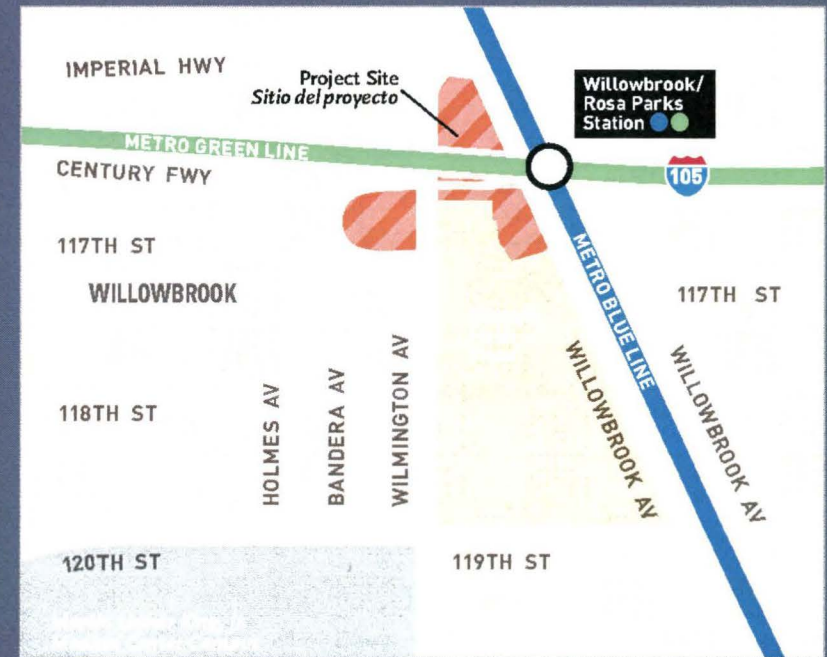
Last Revised: 8/2016

= LAWA Milestones
 = Milestone Date

Willowbrook/Rosa Parks Station Master Plan Implementation Project

Status

- Advanced design to 20% complete
- Recommended for funding allocation of \$2 million in ExpressLanes Net Toll Revenue Reimbursement Grant Program
- Completed study and proposed design for expanded Mezzanine
- Completed Rough Order of Magnitude (ROM) cost estimate and value engineering for the Project



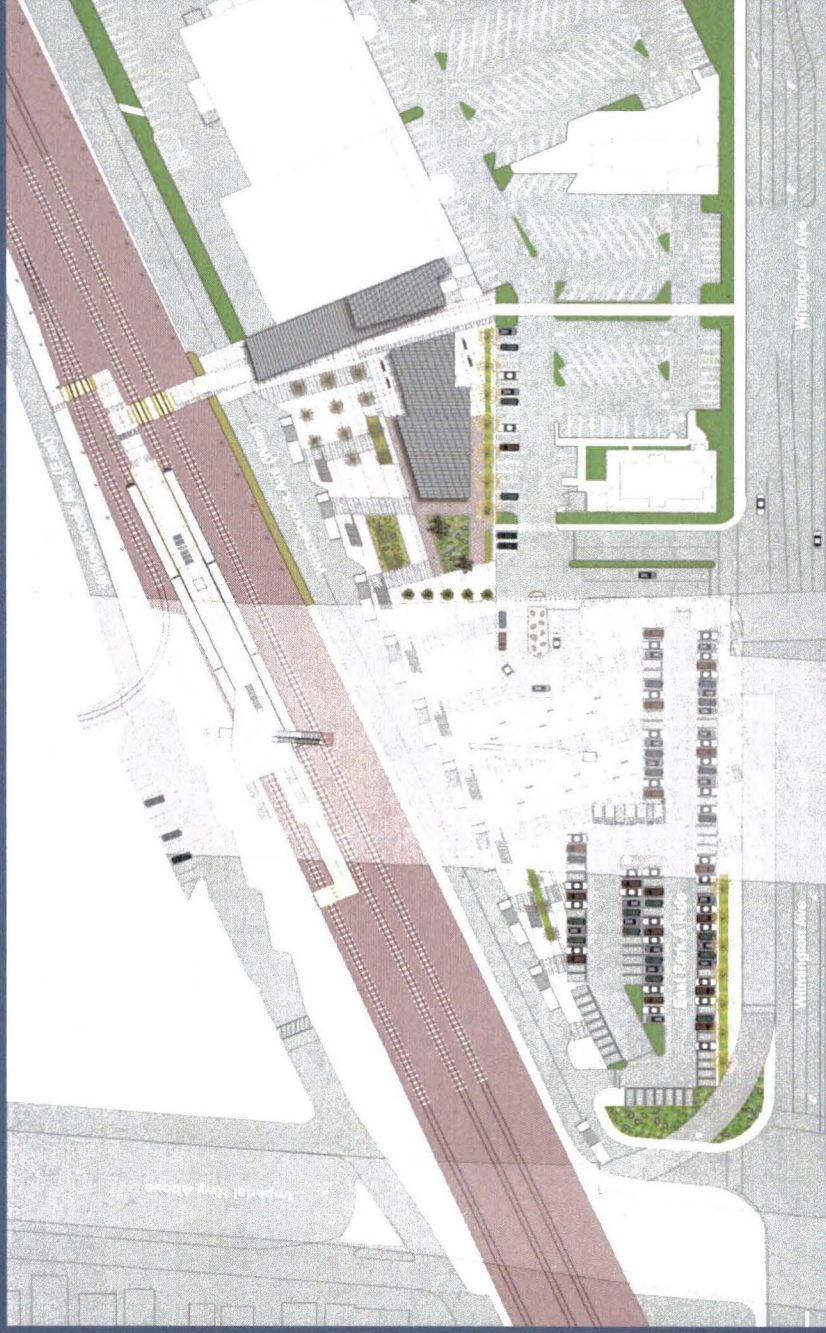
FUNDING PLAN (millions)

Local - Preliminary Engineering (April 2014 Board approval)	\$ 4.00
Federal (TIGER)	\$10.25
Local (TIGER Match)	\$16.00
Other Local Funds	\$30.30
State Active Transportation Program	\$ 2.90
MSRC	\$ 2.50
County CDC (in-kind land value)	\$ 0.75
TOTAL PROJECT COST:	\$66.70

Willowbrook/Rosa Parks Station Master Plan Implementation Project

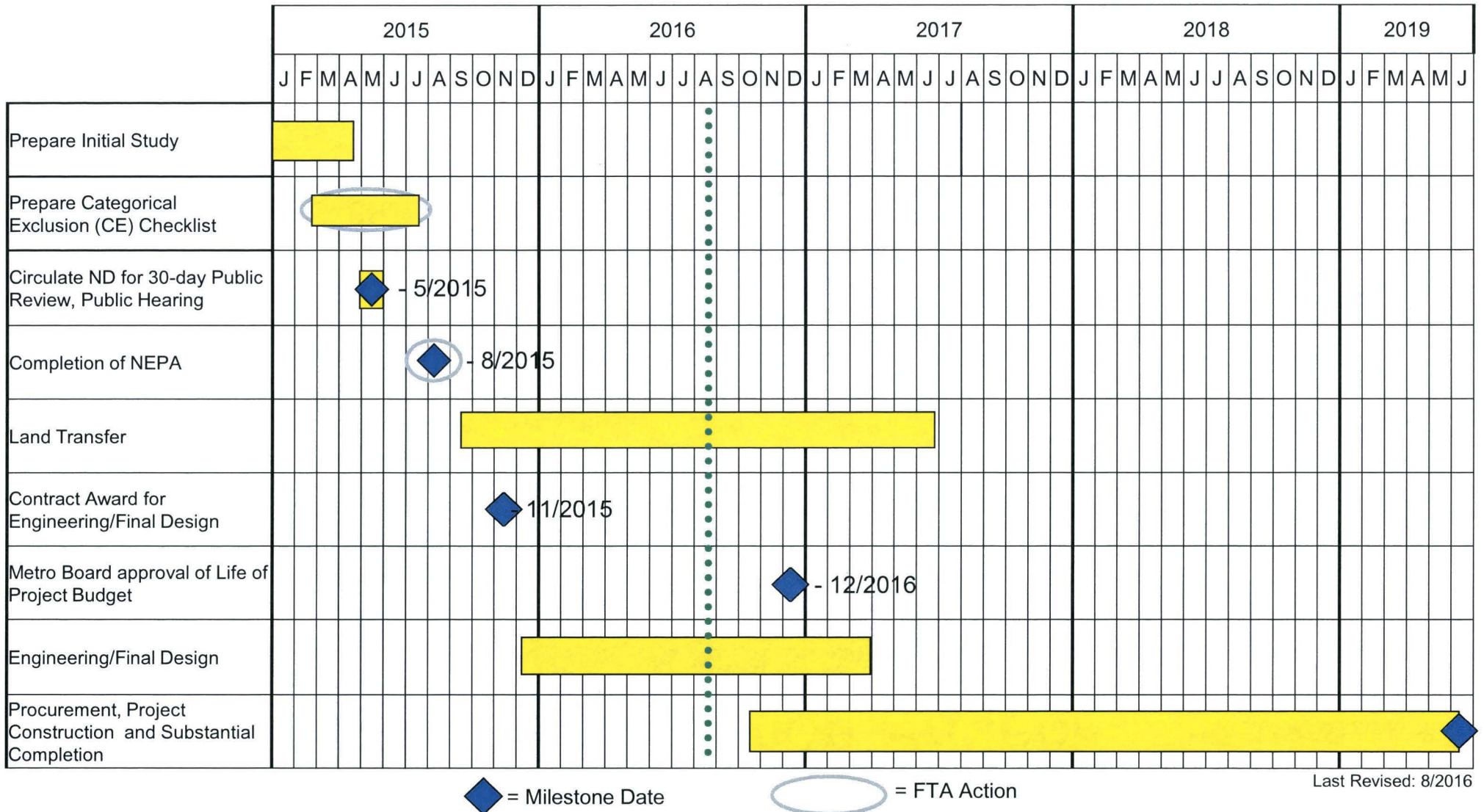
Next Steps

- Complete 30% Preliminary Engineering plan set
- Complete briefings with elected officials and stakeholders
- Finalize negotiations for parcel acquisition with LA County Community Development Commission (CDC) and Kimco
- December 2016 – Metro Board approval of Life of Project Budget



Metro

Willowbrook/Rosa Parks Station Master Plan Implementation Project



Willowbrook/Rosa Parks Station Master Plan

Current Project Budget and Expenditures

Funding Source	Current Budget
TIGER VI Discretionary Funds	\$10,250,000
Local Funds	\$56,450,000
TOTAL BUDGET	\$66,700,000

Activities	Approved Budget	Current Budget	Expenditures To Date
Blue Line Improvements	\$7,328,590	\$7,328,590	\$0
Green Line Improvements	\$2,921,410	\$2,921,410	\$0
TOTAL	\$10,250,000	\$10,250,000	\$0

Eastside Access Improvements

Status

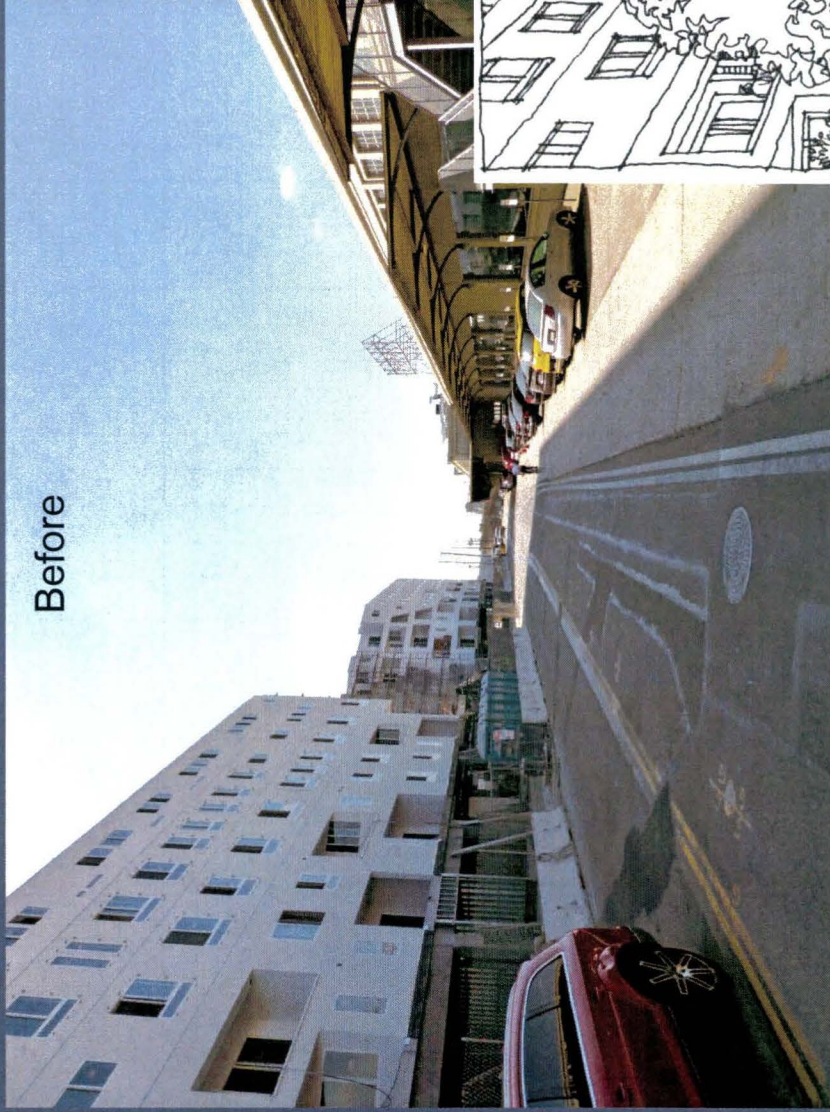
- July–August 2016 – Met with City of Los Angeles departments to determine implementation schedule

Next Steps

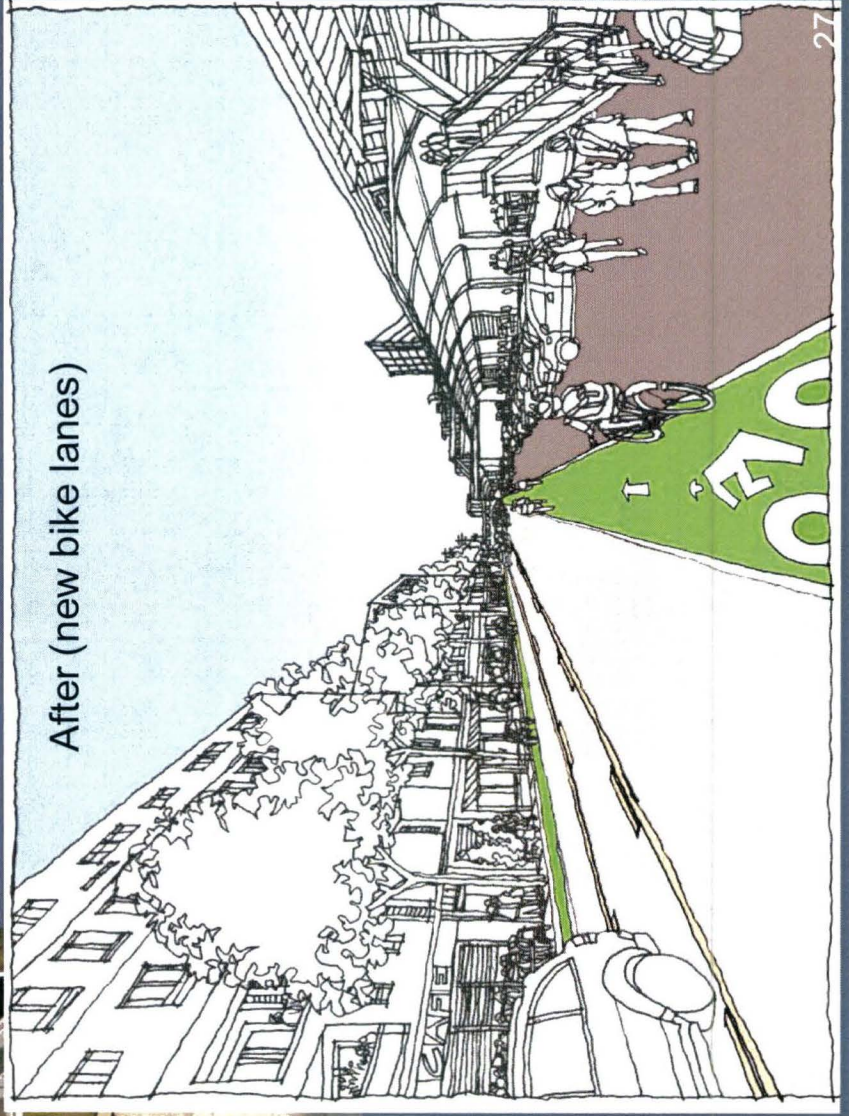
- September 2016 – Meeting with community stakeholders including implementation schedule per City direction
- Further design to include stakeholders' input



Eastside Access Improvements Santa Fe Avenue by SCI ARC

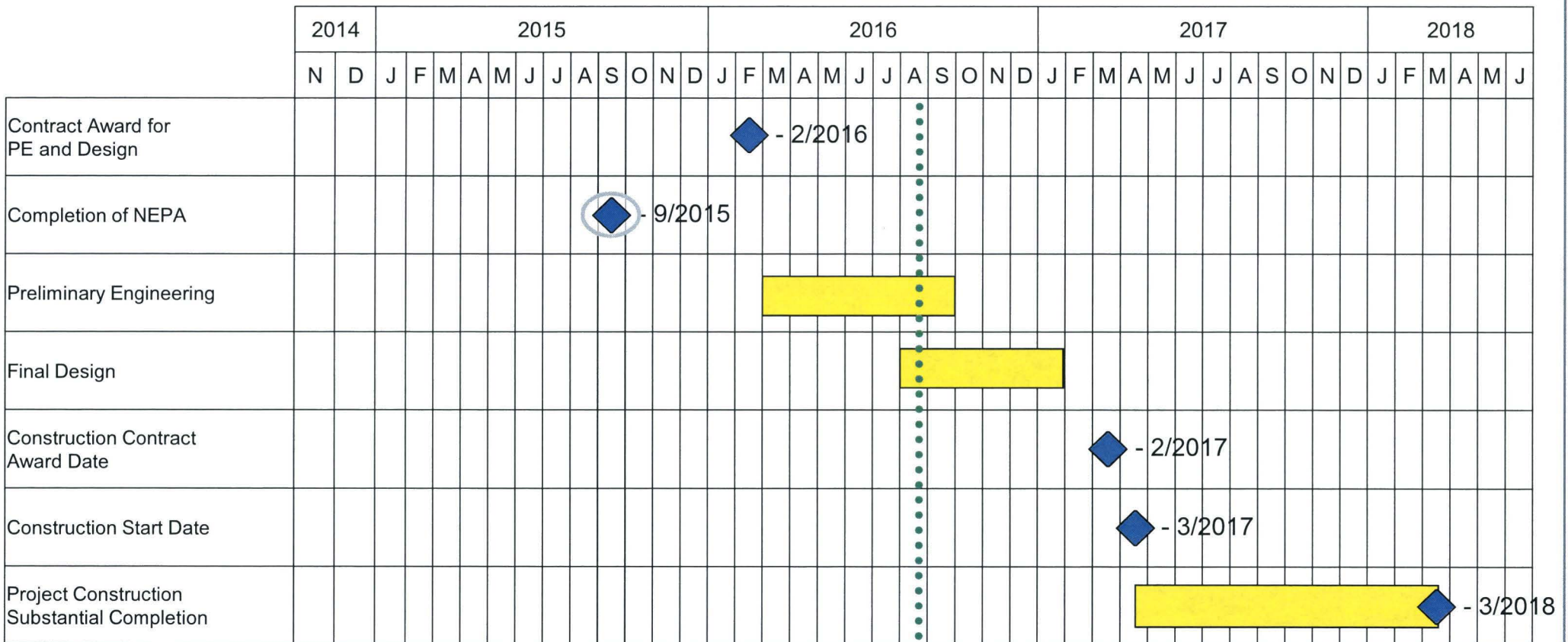


Before



After (new bike lanes)

Eastside Access Improvements Project Schedule



Last Revised: 8/2016

♦ = Milestone Date

◊ = FTA Action

Metro Eastside Access Improvements

Current Project Budget and Expenditures

Funding Source	Current Budget
TIGER VI Discretionary Funds	\$11,800,000
Local Funds	\$5,000,000
TOTAL BUDGET	\$16,800,000

Activities	Approved Budget	Current Budget	Expenditures To Date
Signage	\$95,000	\$95,000	\$1,323.02
Landscaping	\$295,000	\$295,000	\$4,630.55
Pedestrian Access / Walkways	\$7,855,000	\$7,855,000	\$123,701.90
Bicycle Access	\$8,555,000	\$8,555,000	\$134,947.53
TOTAL	\$16,800,000	\$16,800,000	\$264,603.00

Rail to Rail Active Transportation Corridor (ATC) Connector Project

Status

- June 2016 – Awarded technical and outreach contracts
 - Complete environmental clearance and PE for Segment A
 - Support Outreach component

Next Steps

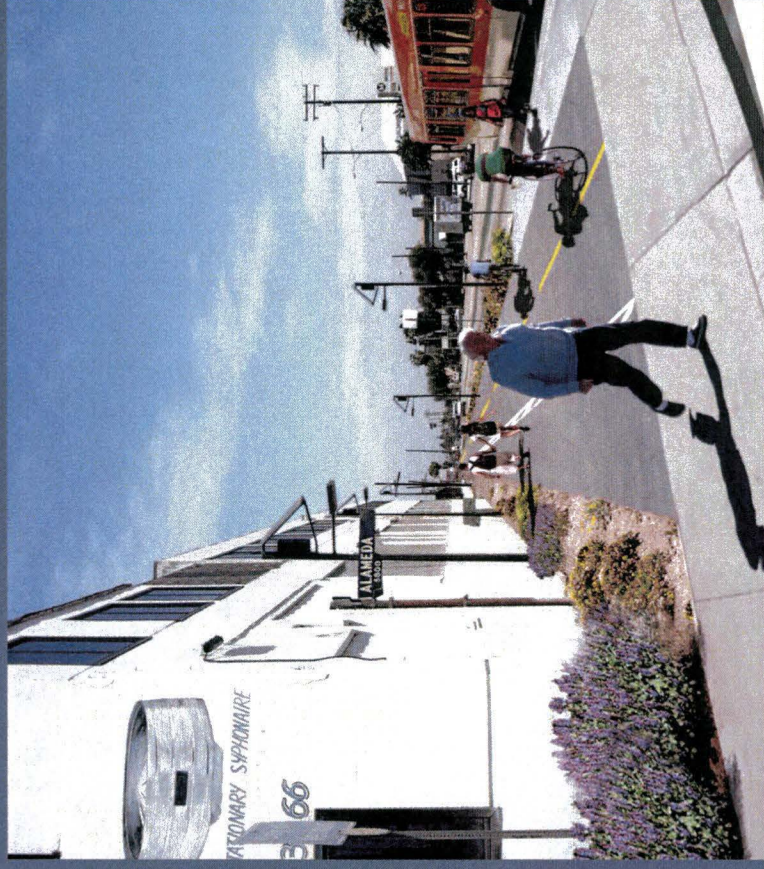
- September 2016 – Meeting with stakeholders



Rail to Rail ATC Connector Project

Corridor Development

Existing Condition

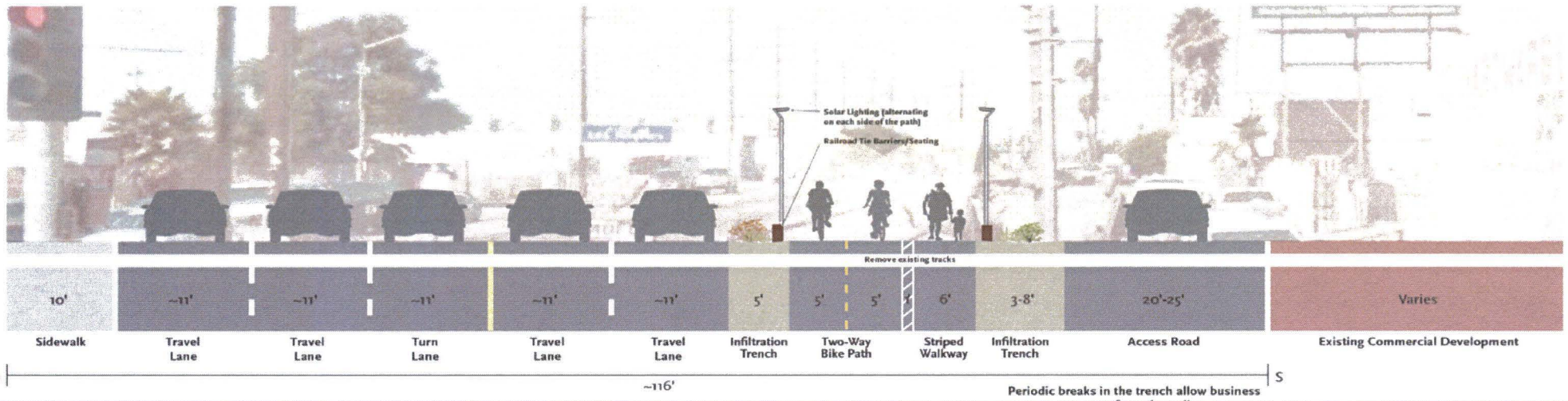
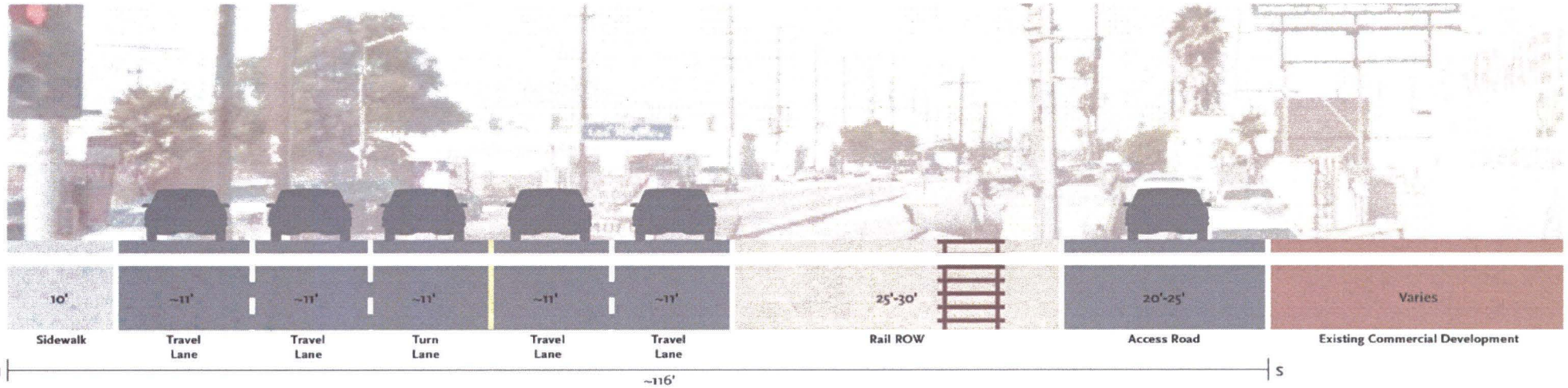


Corridor Development Renderings

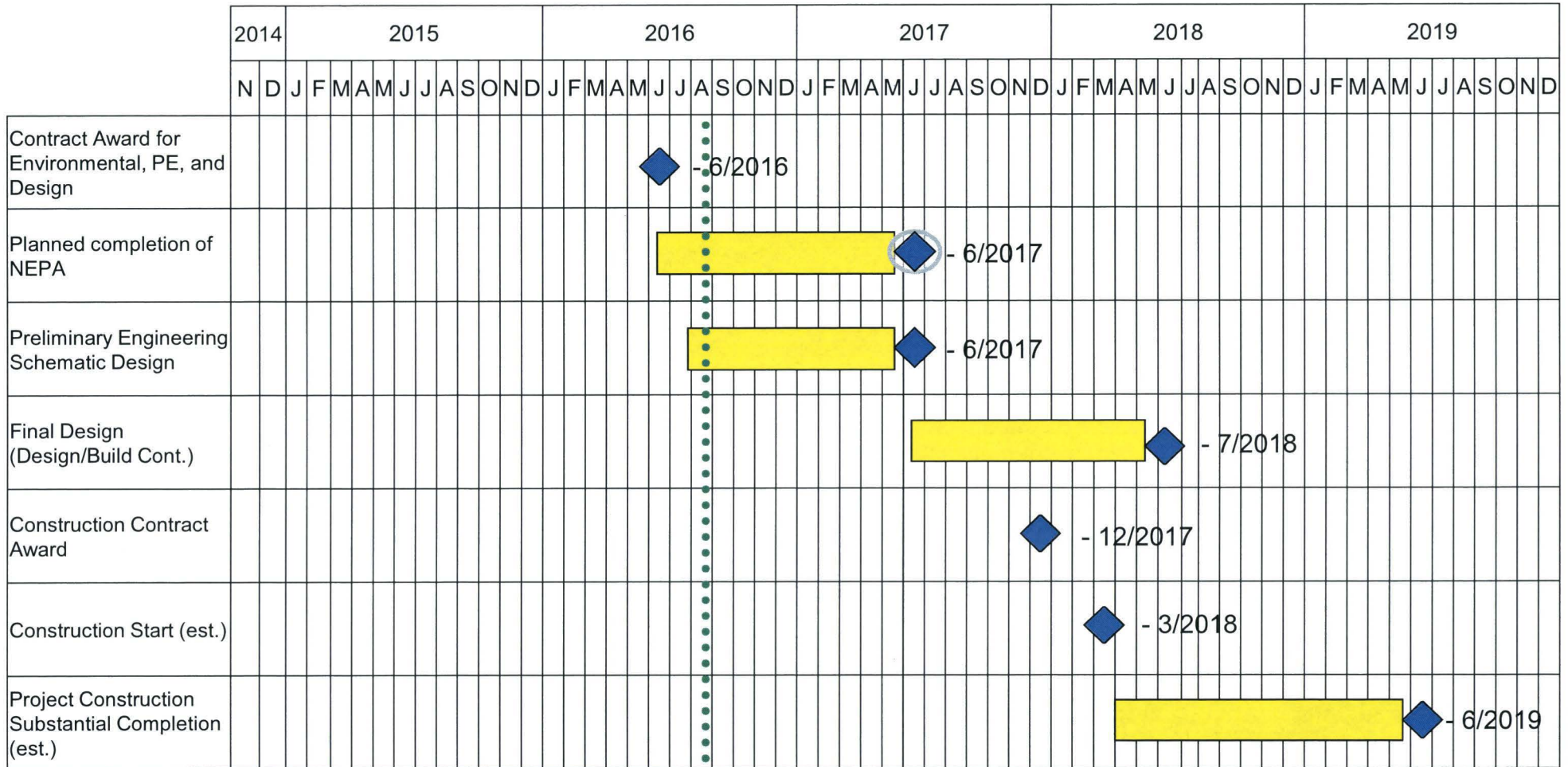


Metro

Rail to Rail ATC Connector Project Corridor Development Renderings



Rail to Rail ATC Connector Project Schedule (est.)



Last Revised: 8/2016

◆ = Milestone Date

○ = FTA Action

Rail to Rail ATC Connector Project

Current Project Budget and Expenditures*

Funding Source	Current Budget
TIGER VII Discretionary Funds	\$15,000,000
ATP Cycle II	\$8,236,000
Local Funds	\$10,800,000
TOTAL BUDGET	\$34,126,000

Milestones

PROJECT		NOI/NOP	Admin Draft to FTA	NOA	LPA
CEQA/ NEPA	East San Fernando Valley Transit Corridor	Mar-13	Jul-16	TBD	TBD
	Eastside Transit Corridor Phase 2 ¹	Jan-10	Dec-13	Aug-14	TBD
CEQA Only	Airport Metro Connector ²	Feb-15	TBD	Jun-16	Jun-14

¹ November 2014 Board approved completion of further technical studies

² Future review under NEPA pending

TIGER PROJECTS (CEQA/NEPA) ³		Environmental Completion	Project Completion
VI	Willowbrook/Rosa Parks Station Master Plan Implementation Project	Aug-15	Jun-19
	Eastside Access Improvements	Sep-15	Mar-18 ⁴
VII	Rail to Rail Active Transportation Corridor Connector Project	Jun-17	Jun-19

³ Expected environmental document per NEPA is a Categorical Exclusion

⁴ Project Construction Substantial Completion

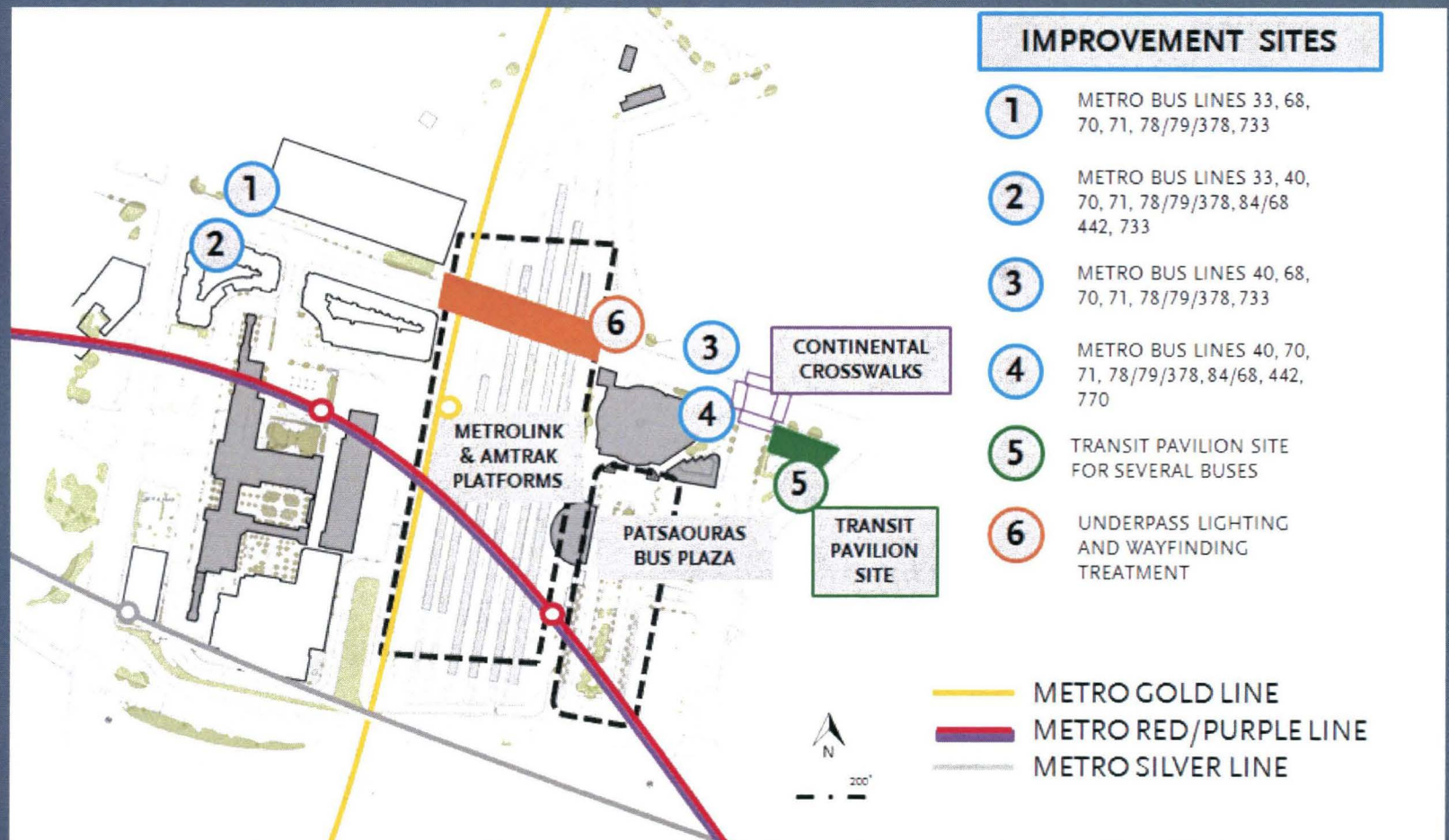
Cesar Chavez Bus Stop Improvements Project

Status

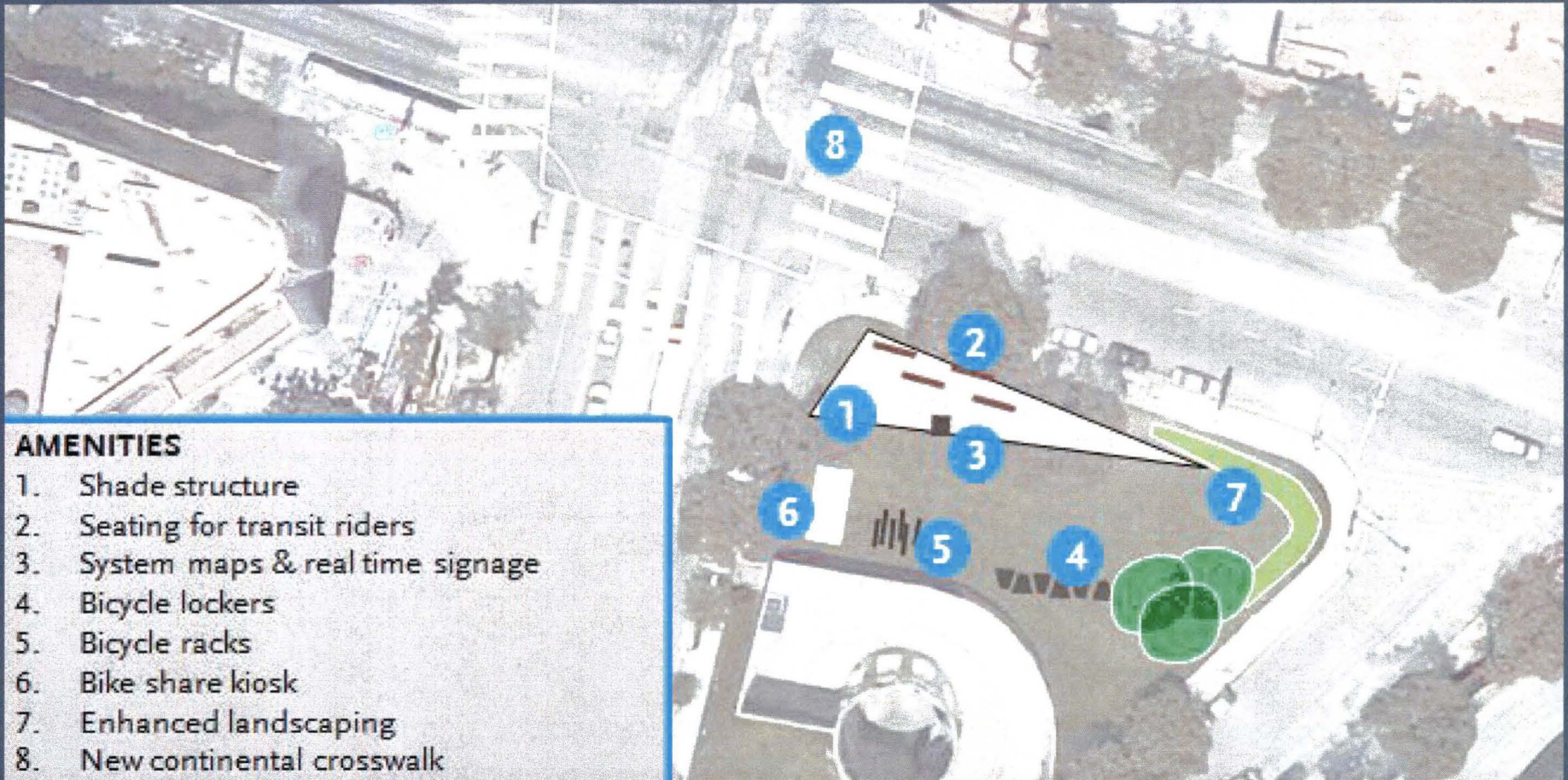
- Environmental complete
- Grant Application in progress
- Design procurement nearly complete

Next Steps

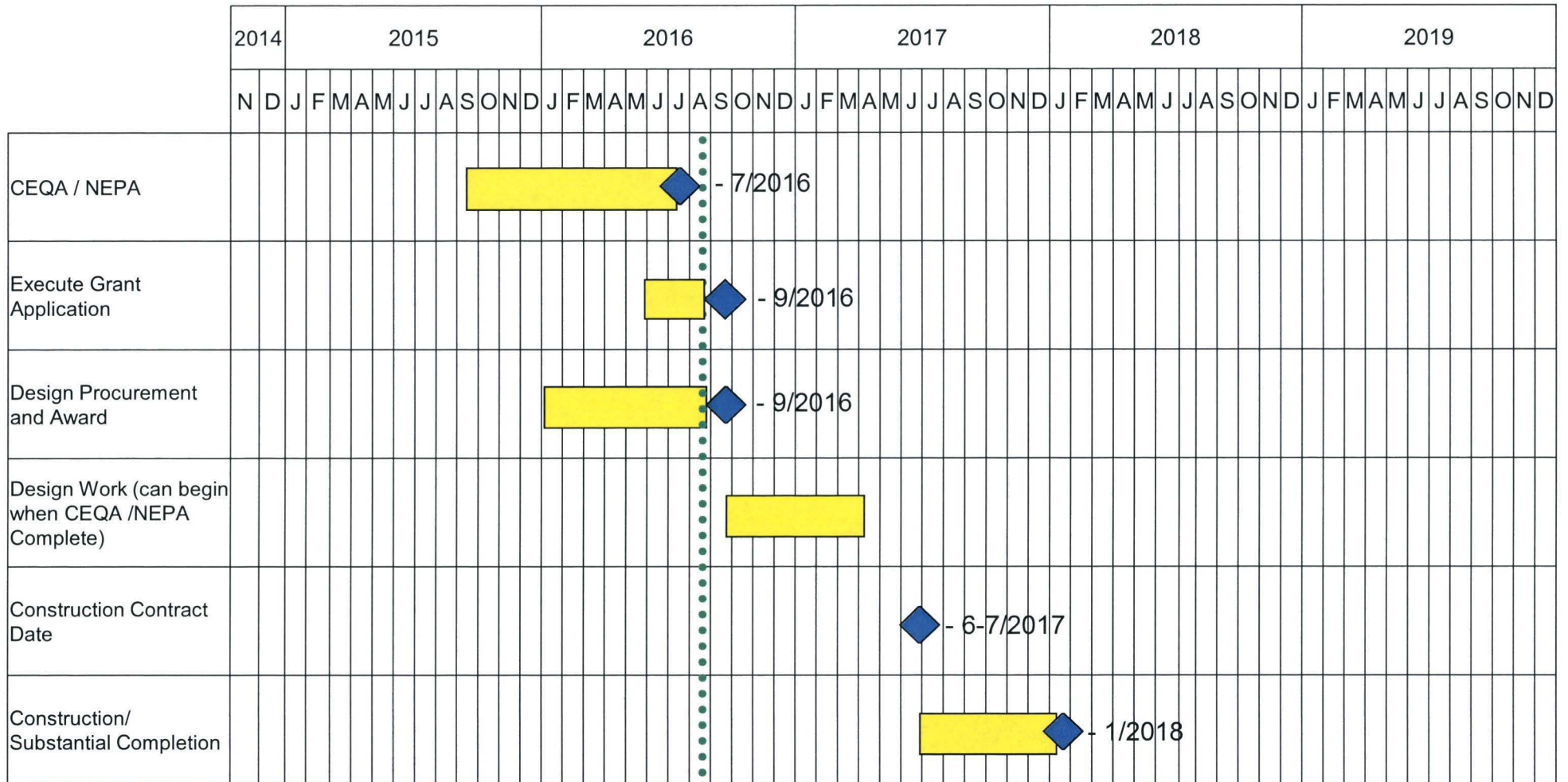
- Fall 2016:
 - Begin outreach and design
 - Begin City coordination



Cesar Chavez Bus Stop Improvements Project Conceptual Site Plan – Site



Cesar Chavez Bus Stop Improvements Project Schedule (est.)



◆ = Milestone Date

○ = FTA Action

Last Revised: 8/2016

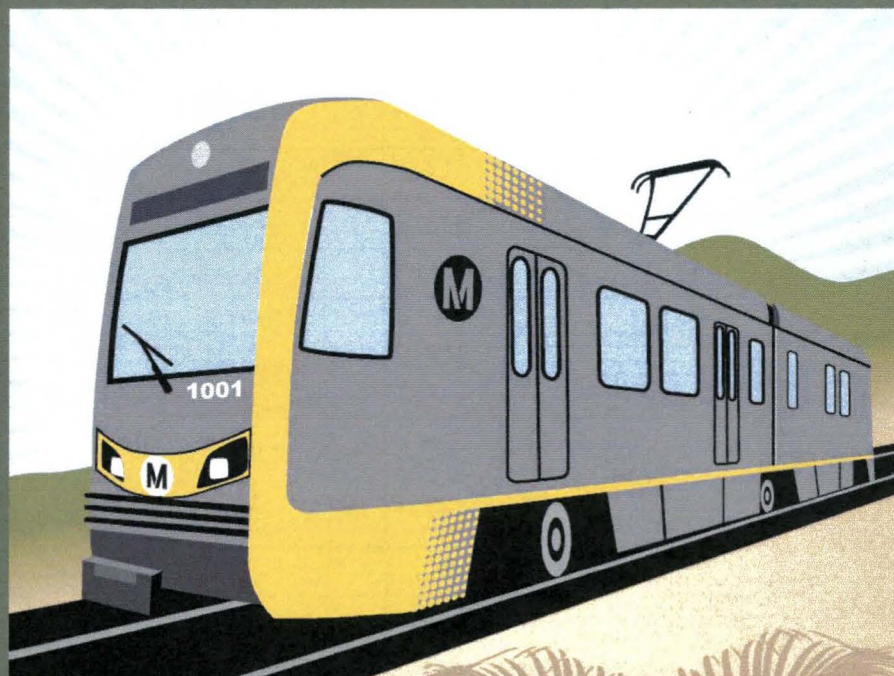
Cesar Chavez Bus Stop Improvements Project

Current Project Budget and Expenditures

Funding Source	Current Budget
FTA Grant	\$1,668,557
Local Funds	\$417,140
TOTAL BUDGET	\$2,085,697

Activities	Current Budget Estimate	Expenditures To Date
Design	\$342,849	\$0
Construction	\$1,742,848	\$0
TOTAL	\$2,085,697	\$0

P3010 Light Rail Vehicle Acquisition Program



FTA Quarterly Meeting

Reporting Period: May 2016 - July 2016

Presentation Date: Aug 31, 2016



Metro

P3010 Light Rail Vehicle Acquisition Program

MAJOR ACTIVITIES DURING REPORTING PERIOD

- KinkiSharyo International (KI) completed Production Conformance Testing and shipping inspections on the following cars and shipped to Green Line Shop to perform post shipment inspection and vehicle-level qualification testing:

Car Number	Shipment Dates
1029	May 1, 2016
1030	May 11, 2016
1031	May 19, 2016
1032	May 27, 2016
1033	June 3, 2016
1034	June 11, 2016
1035	June 18, 2016
1036	June 24, 2016
1037	June 30, 2016
1038	July 12, 2016
1039	July 20, 2016
1040	July 26, 2016
1041	July 30, 2016

- Final assembly work continues on Cars No. 1042-1056 in Palmdale, CA.



P3010 Light Rail Vehicle Acquisition Program

MAJOR ACTIVITIES DURING REPORTING PERIOD

Commissioning Sites (Metro Gold, Blue & Green Lines)

- Pilot Cars 1 & 2 Conditional Acceptance and Final Acceptance have been delayed per KI's June 2016 Schedule Update. There are two main reported reasons for the delays:
 - a) A prolonged duration for the 4,000 Mile Operational Test.
 - b) An increase in the lag between the Conditional Acceptance and the Final Acceptance.

Production Conformance Tests & 1,000 miles burn-in

- Metro had Conditional Accepted twenty nine cars as of July 31, 2016 where ten and nineteen Cars are currently available for revenue service at Gold/Foothill Line and Expo Lines respectively.
- KI continues with the vehicle-level Production Conformance (Routine) testing on the remaining shipped Cars at Green and Expo Lines.



Metro

P3010 Light Rail Vehicle Acquisition Program

PROGRAM STATUS

Schedule

- The production schedule submitted by KI's Monthly Schedule Update Report remained disapproved by Metro. KI submitted the schedule recovery plan separately in early August 2016 and is currently being reviewed.
- The overall schedules (including Options) are still within contractual requirements.
- A total of twenty eight P3010 cars has been Conditional Accepted and approved by CPUC for revenue service with Car 1036 pending CPUC approval as of July 31, 2016.

Design Validation

- Production Baseline Design Reviews: 100% Completed.
- First Article Inspections (FAIs): 100% Completed.
- Design Qualification Tests: 98% Completed.
- Safety Certification Required Documents: 99% Completed.
- Contract Deliverables Requirements List (CDRL), 91.5% submitted.



P3010 Light Rail Vehicle Acquisition Program

PROJECT BUDGET (Base Buy)

ELEMENT (KI/CONTRACTOR)	LRV PROJECT BUDGET (BASE BUY)	LRV PROJECT BUDGET INVOICED TO DATE	LRV PROJECT BUDGET REMAINING
Base Buy			
78 LRV's	\$268,427,613.00	\$166,729,678.00	\$101,697,935.00
Spare Parts	\$20,069,679.00	\$0.00	\$20,069,679.00
Special Tools	\$819,258.00	\$0.00	\$819,258.00
Diagnostic Test Equipment	\$2,683,041.00	\$0.00	\$2,683,041.00
Base Buy Training	\$1,366,776.00	\$129,844.10	\$1,236,931.90
Manuals	\$675,512.00	\$0.00	\$675,512.00
Performance Bond	\$8,714,500.00	\$8,714,500.00	\$0.00
On-Site Engineer	\$1,679,366.00	\$681,794.10	\$997,571.90
Vehicle Sub-Total	\$304,435,745.00	\$176,255,816.20	\$128,179,928.80
Contingency Sub-Total	\$10,704,091.00	\$5,373,918.62	\$5,330,172.38
VEHICLE TOTAL	\$315,139,836.00	\$181,629,734.82	\$133,510,101.18
LACMTA			
MTA Administration	\$5,886,472.00		
PROFESSIONAL SERVICES AND ADMINISTRATION			
ELEMENT (PROFESSIONAL SERVICES)	LRV PROJECT BUDGET (LOP)	LRV PROJECT LOP BUDGET INVOICED TO DATE	LRV PROJECT LOP BUDGET REMAINING
Professional Services (Element A)	\$21,208,749.00	\$12,031,859.77	\$9,176,889.23
Professional Services (Element B)	\$8,378,885.00	\$2,196,048.36	\$6,182,836.64
CONSULTANTS TOTAL	\$29,587,634.00	\$14,227,908.13	\$15,359,725.87

P3010 Light Rail Vehicle Acquisition Program

PROJECT BUDGET (Options #1 & #4)

ELEMENT (KI/CONTRACTOR)	LRV PROJECT BUDGET (OPTIONS 1 & 4)	LRV PROJECT BUDGET INVOICED TO DATE	LRV PROJECT BUDGET REMAINING
Options 1 & 4 (97 LRVs)	\$323,798,891.00	\$38,855,866.00	\$284,943,025.00
Spare Parts	\$27,332,000.00	\$0.00	\$27,332,000.00
Special Tools	\$943,789.00	\$0.00	\$943,789.00
Diagnostic Test Equipment	\$2,080,181.00	\$0.00	\$2,080,181.00
Training			
Manuals			
Performance Bond	\$12,166,783.00	\$12,166,783.00	\$0.00
On-Site Engineer			
Vehicle Sub-Total	\$366,321,644.00	\$51,022,649.00	\$315,298,995.00
Contingency Sub-Total	\$18,604,375.00	\$864,597.85	\$17,739,777.15
VEHICLE TOTAL	\$384,926,019.00		\$333,038,772.15
LACMTA			
MTA Admin Option 1 & 4	\$3,048,674.00		

Note: P3010 Life Of Project (LOP) TOTAL (Base Buy, Options #1 & #4 and Options #2 & #3) is \$972 Million



P3010 Light Rail Vehicle Acquisition Program

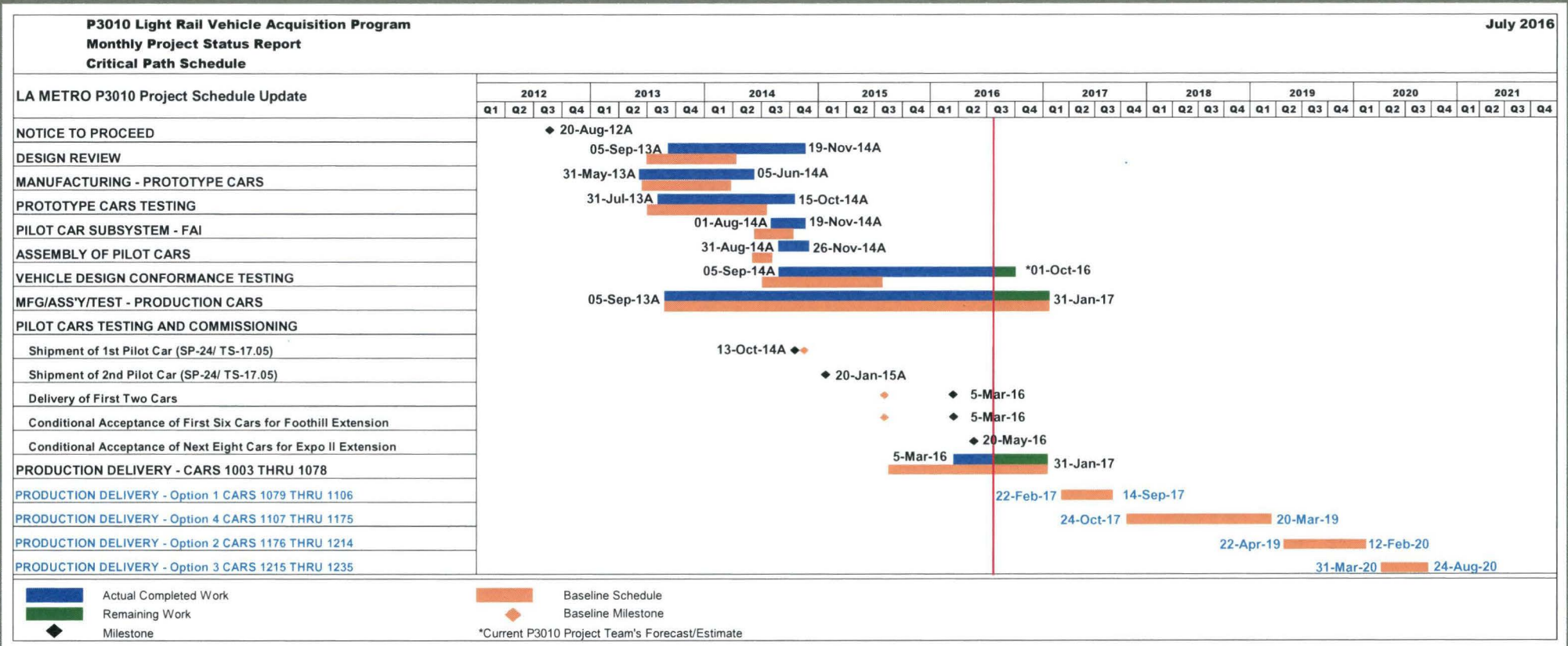
PROJECT BUDGET (Options #2 & #3)

ELEMENT (KI/CONTRACTOR)	LRV PROJECT BUDGET (OPTIONS 2 & 3)	LRV PROJECT BUDGET INVOICED TO DATE	LRV PROJECT BUDGET REMAINING
Options 2 & 3 (60 LRVs)	\$214,370,373.96	\$24,080,898.87	\$190,289,475.09
Spare Parts	\$15,821,024.40	\$0.00	\$15,821,024.40
Special Tools	\$389,434.57	\$0.00	\$389,434.57
Diagnostic Test Equipment	\$1,416,049.63	\$0.00	\$1,416,049.63
Training			
Manuals			
Performance Bond	\$7,921,238.44	\$0.00	\$7,921,238.44
On-Site Engineer			
Vehicle Sub-Total	\$239,918,121.00	\$24,080,898.87	\$215,837,222.13
Contingency Sub-Total	\$15,869,912.00		\$15,869,912.00
VEHICLE TOTAL	\$255,788,033.00		\$231,707,134.13
LACMTA			
MTA Admin Option 2 & 3	\$7,211,967.00		

Note: P3010 Life Of Project (LOP) TOTAL (Base Buy, Options #1 & #4 and Options #2 & #3) is \$972 Million

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	Final CM executed by Metro.
✓7	Revise Sandbox location	548,242	Final CM executed by Metro.
✓8	Location of emergency tool enclosure	-	Final CM executed by Metro.
✓9	Addition of Light Emitting Diode (LED) to interior cameras	120,363	Final CM executed by Metro.
✓10	Addition of a train operator alert 15 seconds following door opening at station platform	74,764	Final CM executed by Metro.
✓11	Addition of a requirement for the train operator to log-in for vehicle operation in "ON-Mode"	253,955	Final CM executed by Metro.
✓13	Addition of the Wheelchair symbol on the floor panel and seat fabric at the designated seating area for passenger with disabilities	355,848	Final CM executed by Metro.
✓14	Car numbers to have four digits	-	Final CM executed by Metro.
✓16	Door Control Pushbuttons layout change to be consistent with Metro's existing fleets	428,798	Final CM executed by Metro.
17	Recess for Master Controller	-	RFC has been withdrawn.

✓ = CM Executed by Metro


Note: Information is accurate as of July 31, 2016.



P3010 Light Rail Vehicle Acquisition Program

CONTRACT MODIFICATIONS (Initiated by KI)

RFC #	DESCRIPTION	STATUS
19	Reflective Decals	Under Review
20	Wayside Data Communication Equipment	KI to provide additional information
21	Brake Cut-out access in LRV skirt opening	Completed Negotiation with KI
22	Windshield Wiper	Completed Negotiation with KI
23	Car Paint	Completed Negotiation with KI

 = CM Executed by Metro

Note: Information is accurate as of July 31, 2016.



P3010 Light Rail Vehicle Acquisition Program

TOP FIVE POTENTIAL RISKS

Risk Description	Risk Mitigation
<p>Final Assembly Site – Potential workforce challenges including not being able to obtain qualified personnel to perform quality work within aggressive FA schedule.</p>	<ol style="list-style-type: none"> 1. Perform early training on acquired staff, clearly define working expectations, and allocate flow time for corrective actions. 2. Metro to work closely with KI FA team to identify potential open items, establish quality verification process and standards, allocate additional on-site personnel to mitigate schedule slippage due to re-works and re-tests.
<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.
<p>Implementation of the Quality Assurance program is not well planned and as a result is not effective. This could result in problems during testing and ultimately in revenue service.</p>	<ol style="list-style-type: none"> 1. Metro to work closely with KI to ensure Quality Assurance (QA) is strictly implemented and checked off against checklists for each production process in the Quality Assurance Program Plans (QAPP). 2. Metro will also dispatch auditor(s) on a periodic basis to ensure QA is being addressed in critical locations.

P3010 Light Rail Vehicle Acquisition Program

ANTICIPATED ACTIVITIES FOR NEXT REPORTING PERIOD

Final Assembly Site

- KI to continue assembly work and routine testing on Cars in Palmdale, CA.
- KI to continue shipment, delivery and Conditional Acceptance of Cars. Four Cars per month ship rate is targeted for the upcoming months.

Commissioning Site

- KI to continue vehicle-level routine testing on Cars at Green and Expo Lines.
- KI to address open items prior to completing the remaining 4,000 Mile Operational Test.
- KI to continue mitigation efforts on performance items, specifically the Communication system.

Safety Certification

- KI to complete/submit the remaining 1% of the test reports.
- KI to complete and submit the final documents required for Safety Certification review and final approval.



Los Angeles County
Metropolitan Transportation Authority

Heavy Rail Vehicle Acquisition Program



FTA Quarterly Meeting Review

August 31, 2016



Metro

New Heavy Rail Vehicle Program

- **PROJECT STATUS**

- Black-Out Period
- Proposals Received on January 11, 2016; BAFO Due on August 19, 2016.

BASE ORDER SUMMARY	HRV PROJECT BUDGET	BUDGET INVOICED TO DATE	BUDGET REMAINING	ESTIMATE AT COMPLETION
BASE ORDER 64 VEHICLES	\$233,729,000	\$0	\$233,729,000	\$233,729,000
PROFESSIONAL SERVICES	\$22,453,500	\$1,542,400	\$20,911,100	\$22,453,500
MTA ADMINISTRATION	\$8,365,000	\$1,306,000	\$7,059,000	\$8,365,000
VEHICLE SUBTOTAL	\$264,547,500	\$2,848,400	\$261,699,100	\$264,547,500
CONTINGENCY	\$26,453,000	\$0	\$26,453,000	\$26,453,000
CONTINGENCY SUBTOTAL	\$26,453,000	\$0	\$26,453,000	\$26,453,000
TOTAL PROJECT	\$291,000,500	\$2,848,400	\$288,152,100	\$291,000,500

New Heavy Rail Vehicle Program

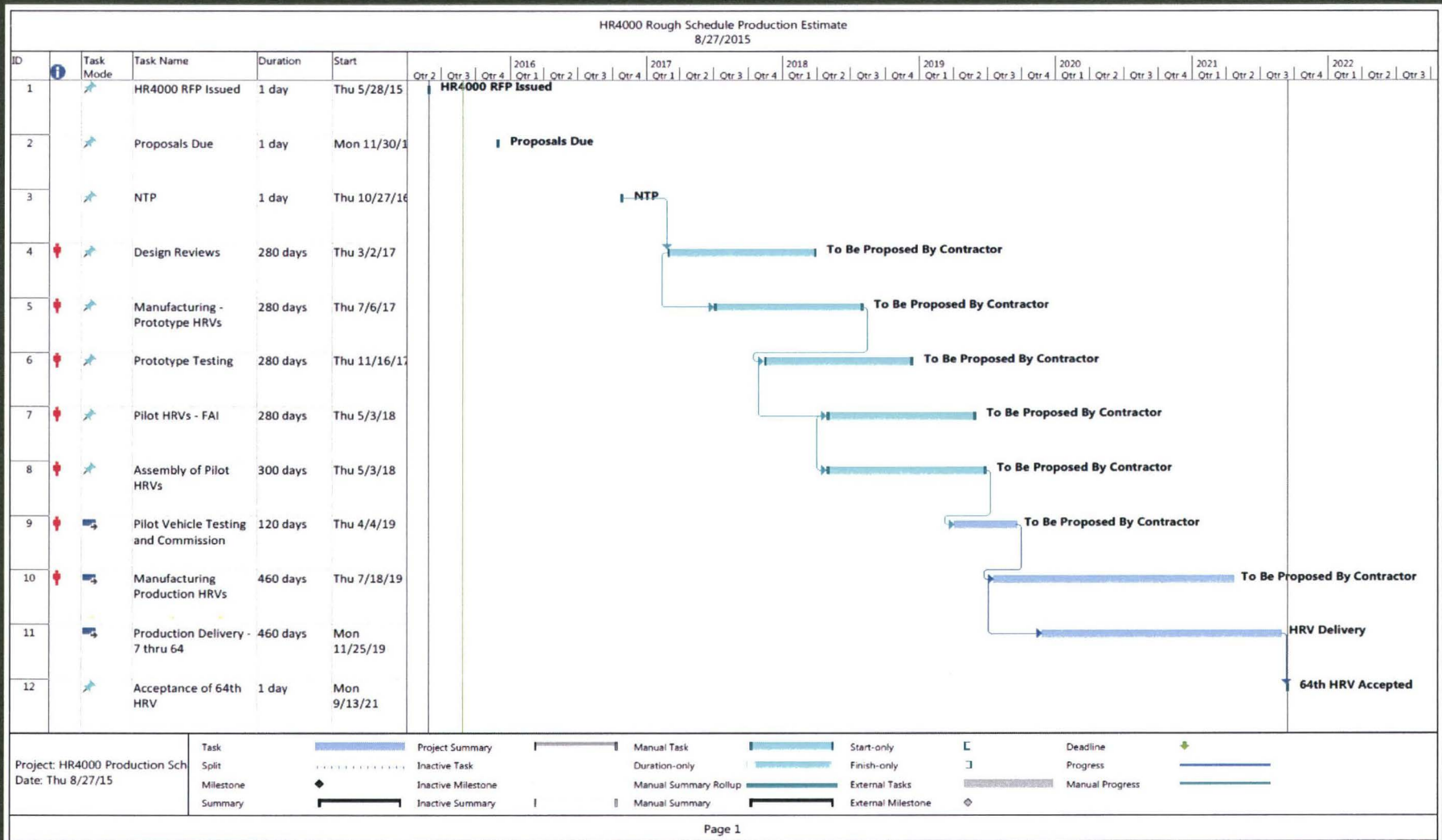
- **PROJECT SCOPE**
 - **Base Order of 64 new HRVs:**
 - 34 HRVs to support the Purple Line Extension (PLE), Segment 1
 - 30 HRVs for A650 Base Buy fleet replacement.
 - The Total Project Budget is \$291 million. LACMTA intends to exercise up to five Options.
 - **Options:**
 - Option 1 (24 HRVs) and Option 2 (84 HRVs) to support fleet and service expansion.
 - Option 3 (20 HRVs) to support the Purple Line Extension (PLE), Section 2
 - Option 4 (16 HRVs) to support the Purple Line Extension (PLE), Section 3
 - Option 5 (74 HRVs) for the A650 Option Buy fleet replacement



Metro

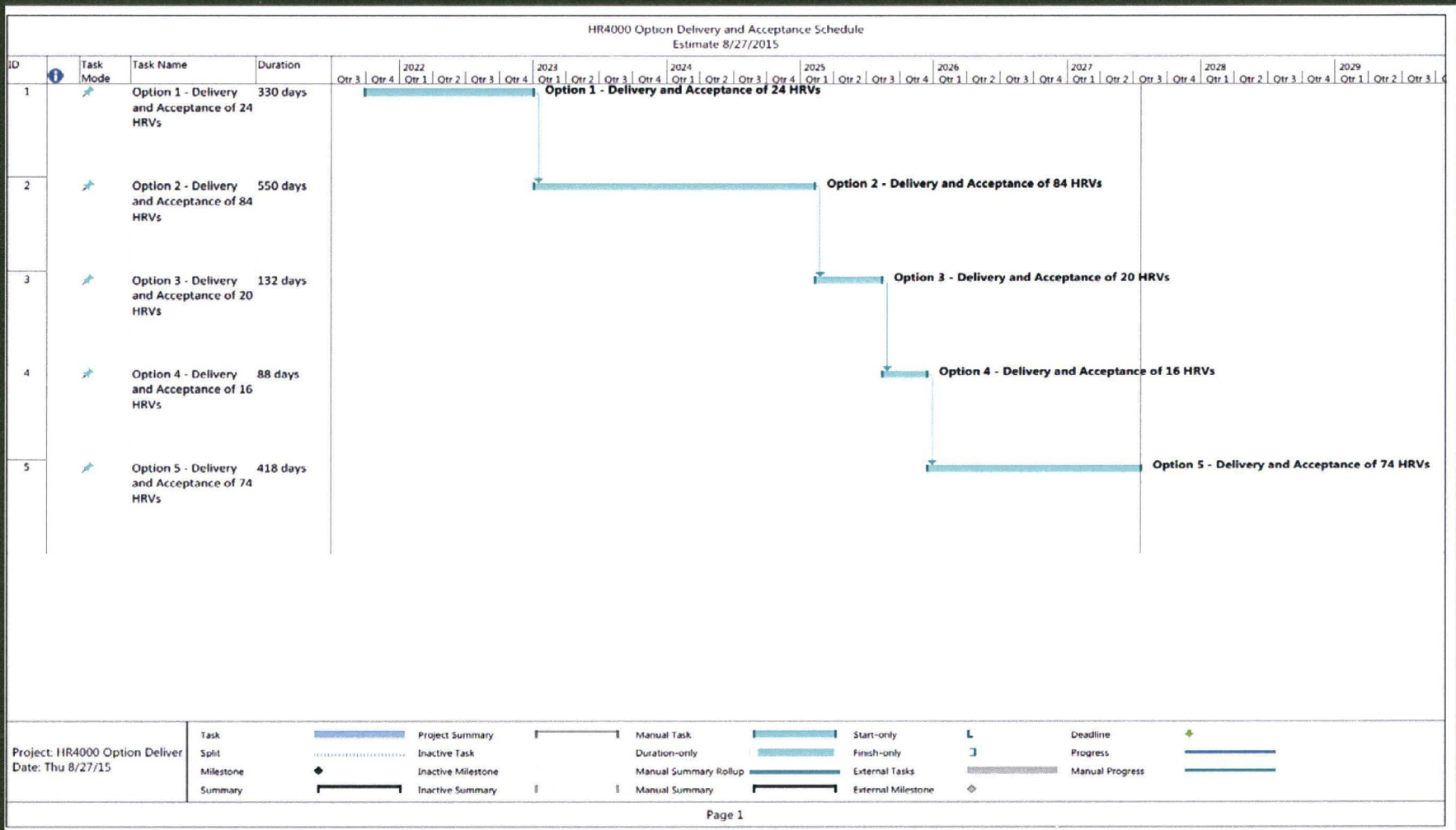
New Heavy Rail Vehicle Program

- SCHEDULE (DRAFT) – BASE ORDER



New Heavy Rail Vehicle Program

- SCHEDULE (DRAFT) – OPTIONS



New Heavy Rail Vehicle Program

• RISK MANAGEMENT

Risk ID	Risk Type	Risk Description	Date	Cost	Time	Prob	Risk Score	Risk Owner	Mitigation Strategy	Action Items	Cost	Time	Prob	Risk Score After Mitigation
1	External	FTA FAST Act	31-Apr-16	4	2	5	15	LACMTA	Mitigate	1. LACMTA is reaching out to Rail Vehicle Contractors to identify possible concerns and compliance with the FAST Act. 2. LACMTA has provided comments to the Notice of Proposed Public Interest Waivers	4	2	5	15
2	External	Local hiring plan could increase prices for bidders without existing local facilities.	25-Jan-16	5	1	4	12	LACMTA	Accept	N/A	5	1	4	12
3	External	The quantity of vehicles in the base order could limit the number of interested TVMs. This could affect price.	25-Jan-16	5	1	4	12	LACMTA	Accept	N/A	5	1	4	12
4	Operations	Resources and track availability may be a constraint for LACMTA and delay the Contractor in delivering Vehicles	25-Jan-16	2	3	3	7.5	LACMTA	Mitigate	1. LACMTA will coordinate closely with competing projects to avoid conflicts and resource availability. 2. LACMTA will consider some preliminary testing to be performed in the yard. 3. Contractor to perform static, functional and dynamic testing before delivering Vehicles to ensure that LACMTA yard is a Commissioning Site.	2	2	2	4
5	External	Protest could delay Award and NTP.	25-Jan-16	2	3	3	7.5	LACMTA	Mitigate	1. Follow established and proven LACMTA Proposal Evaluation process.	1	2	2	3

New Heavy Rail Vehicle Program

- **COMMERCIAL TERMS AND CONDITIONS**
 - Revised Local Employment Program based on FTA/DOT comments
 - Amended from a mandatory program to voluntary program
 - Expanded the geographic preference market from LA County to the State of California
 - Credit applied to new jobs only w/10% targeted for disadvantaged workers
 - **FTA FAST ACT**
 - LACMTA has reached out to Rail Vehicle Contractors to identify possible concerns and compliance with the FAST Act; 65% Buy America in FY18 and FY19 and 70% Buy America in FY20 and beyond.
 - LACMTA has provided FTA with comments to the Notice of Proposed Public Interest Waivers for the FAST Act
- **ANTICIPATED ACTIVITIES FOR NEXT REPORTING PERIOD**
 - Black-Out Period
 - Evaluation of BAFO and issue Staff Recommendation for Award in late 2016



Metro

FTA Quarterly Review Action Item Report – May 25, 2016

Item No.	Status	Description	Responsible Agency	Responsible Staff	Due Date
1-5/25	Open	Metro Project Teams to include a slide on Disadvantaged Business Enterprise (DBE) Status on future FTA Quarterly Review Meeting Presentations.	LACMTA	Charles Beauvoir/ Dennis Mori/ Michael McKenna/ Gary Baker Tim Lindholm	8/31/16
2-5/25	Open	Metro to include a Project Budget slide on future Metro Planning Reports – FTA Quarterly Review Meeting Presentations.	LACMTA	Therese McMillan	8/31/16
1-5/27 7-2/25	Open	Metro Crenshaw /LAX Transit Project staff and Metro Planning staff to schedule a meeting with FTA/PMOC to identify and delineate cost/schedule impacts between the Southwest Yard and 96 th Street Station following approval of the Southwest Yard Baseline Schedule and the contractor's response to the request for change order. Meeting will occur after negotiations are finalized with the Contractor and will include a discussion of the 96 th Street Airport Metro Connector Station.	LACMTA	Charles Beauvoir/ Robert Rincon/ Therese McMillan	8/31/16
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	6/30/16

