

Los Angeles County  
Metropolitan Transportation Authority

# FTA Quarterly Review

## Briefing Book

FEBRUARY 24, 2016



# FTA QUARTERLY REVIEW MEETING

Los Angeles County Metropolitan Transportation Authority

Wednesday, February 24, 2016 – 9:00 a.m.

William Mulholland Conference Room – 15<sup>th</sup> 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. Universal Pedestrian Bridge Project
- H. P3010 Light Rail Vehicle Acquisition Program
- I. Heavy Rail Vehicle Acquisition Program

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

## III. METRO PLANNING REPORTS

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

Renee Berlin

## IV. FTA ACTION ITEMS

FTA/PMOC

## V. PROPOSED SCHEDULE AND LOCATION OF NEXT MEETING

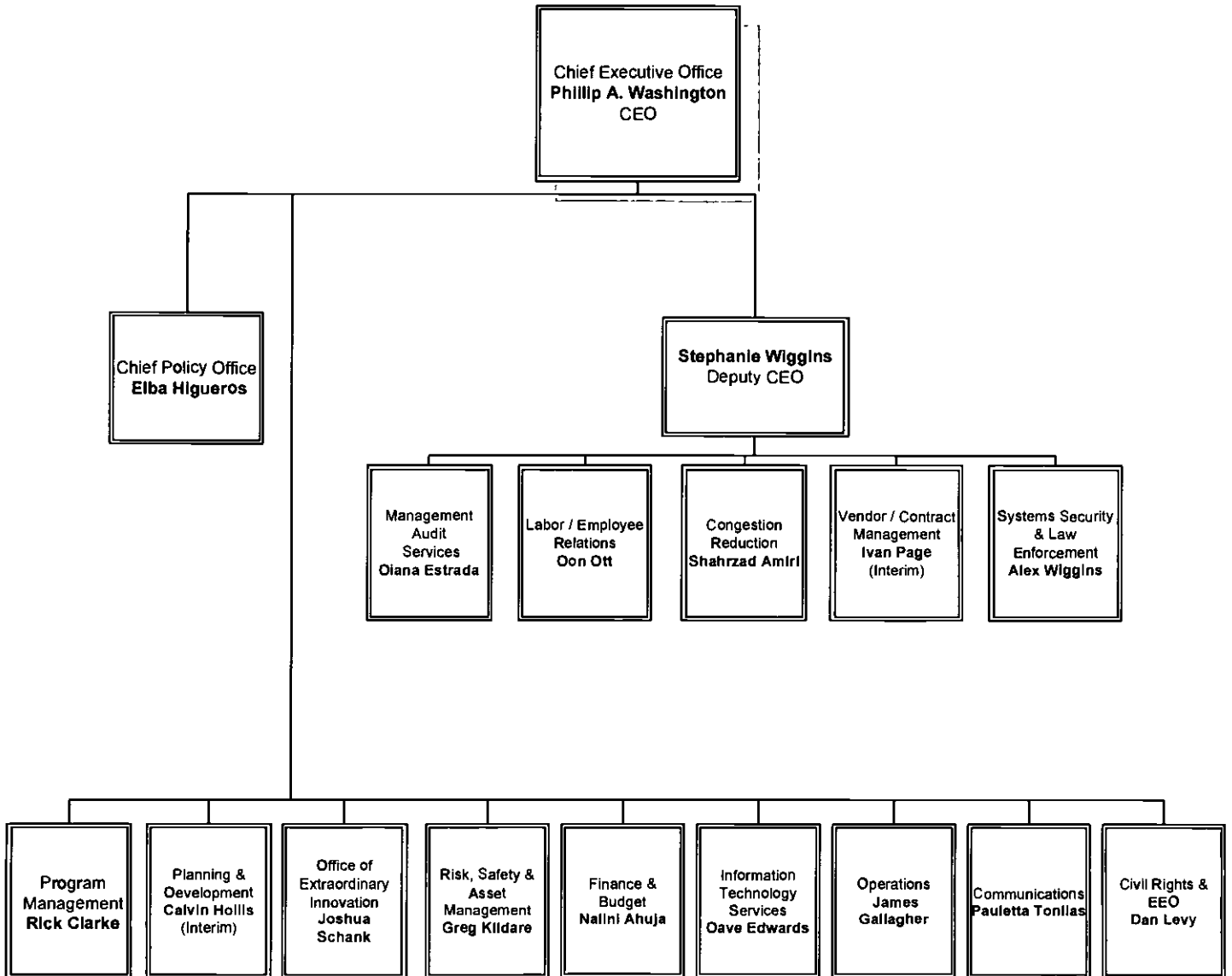
Los Angeles County Metropolitan Transportation Authority

Wednesday, May 25, 2016

William Mulholland Conference Room - 15<sup>th</sup> Floor

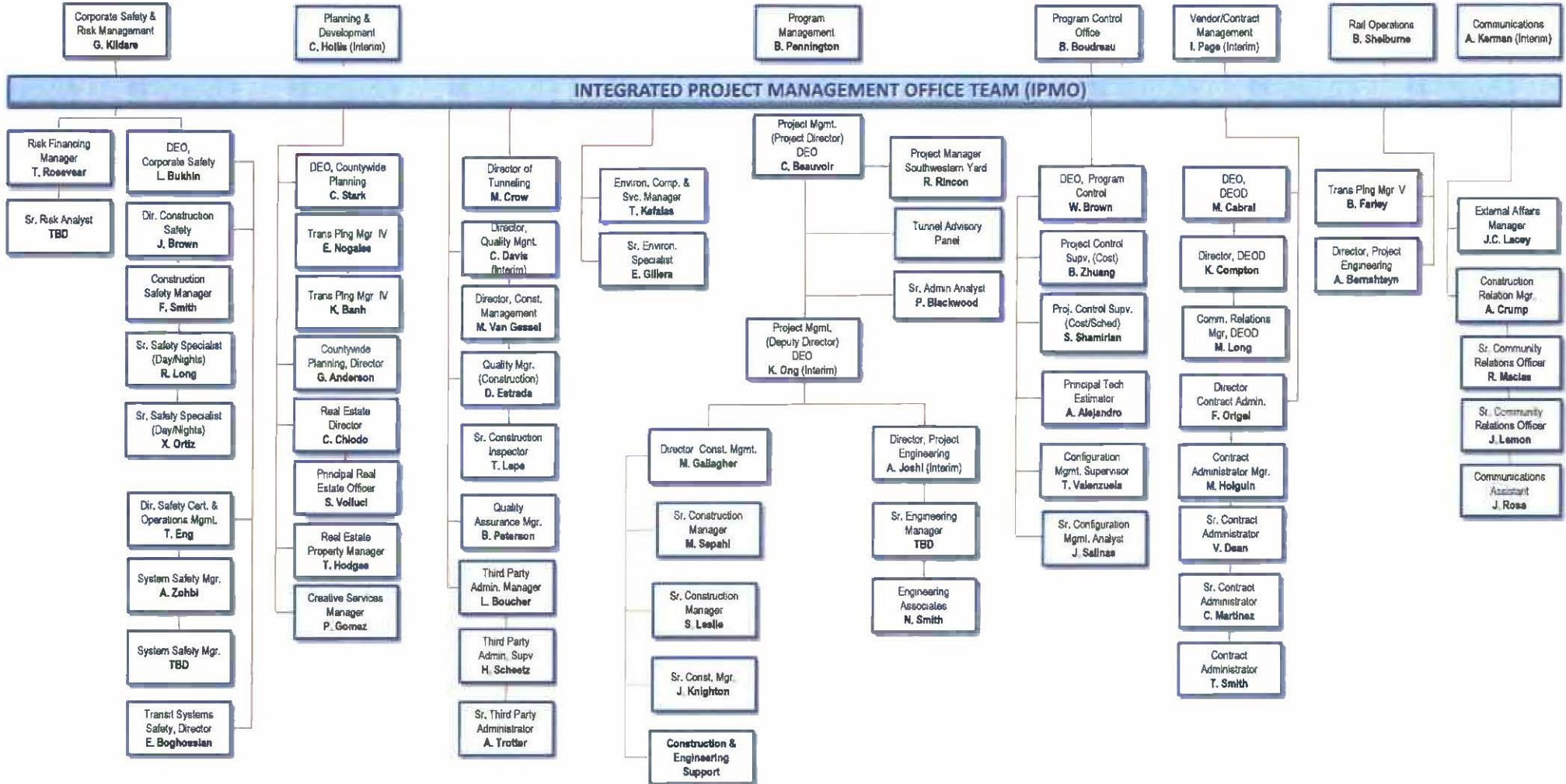


# FY16 Organization Chart

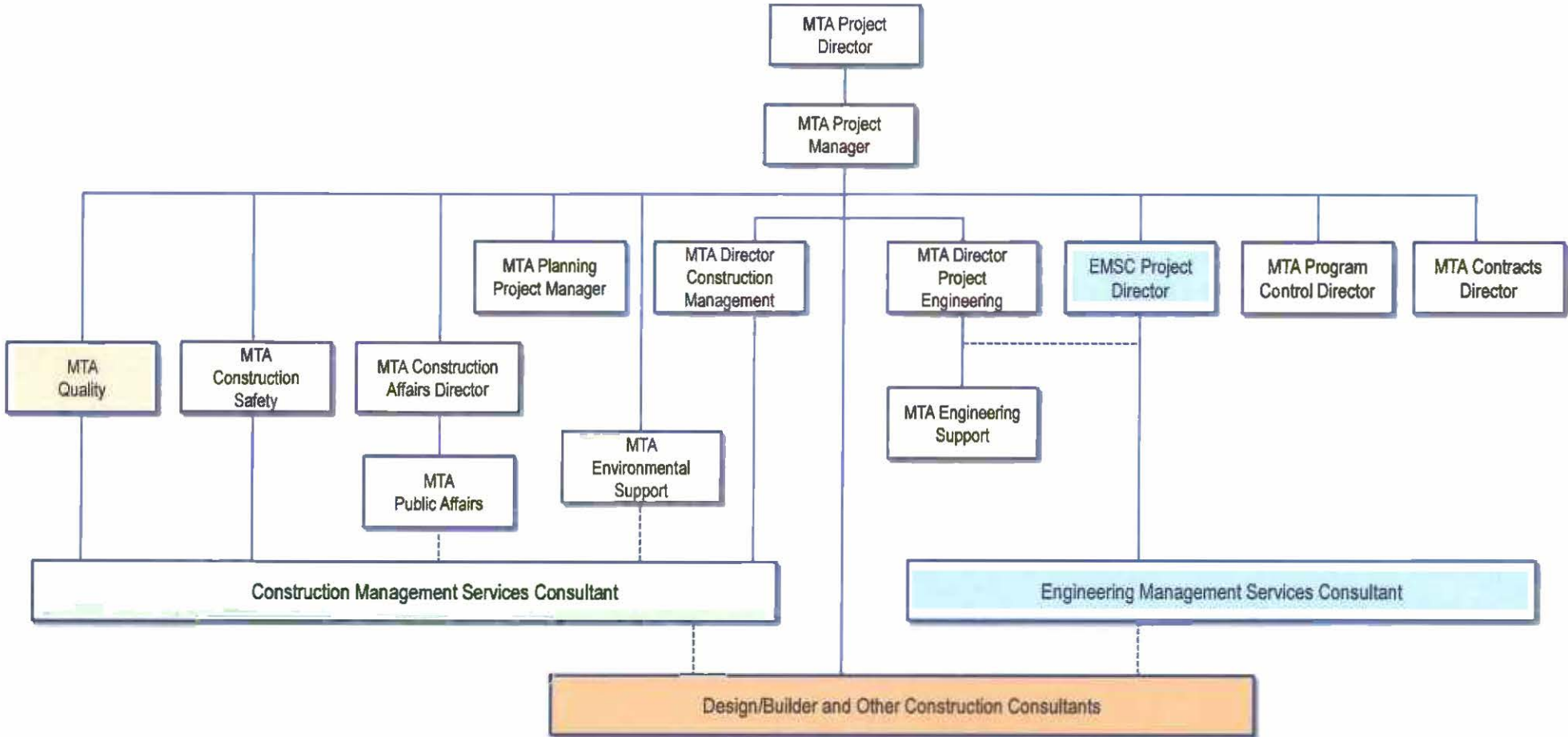


**CRENSHAW/LAX TRANSIT PROJECT  
INTEGRATED PROJECT MANAGEMENT OFFICE TEAM**

**Metro Executive Management Organization and Staff**

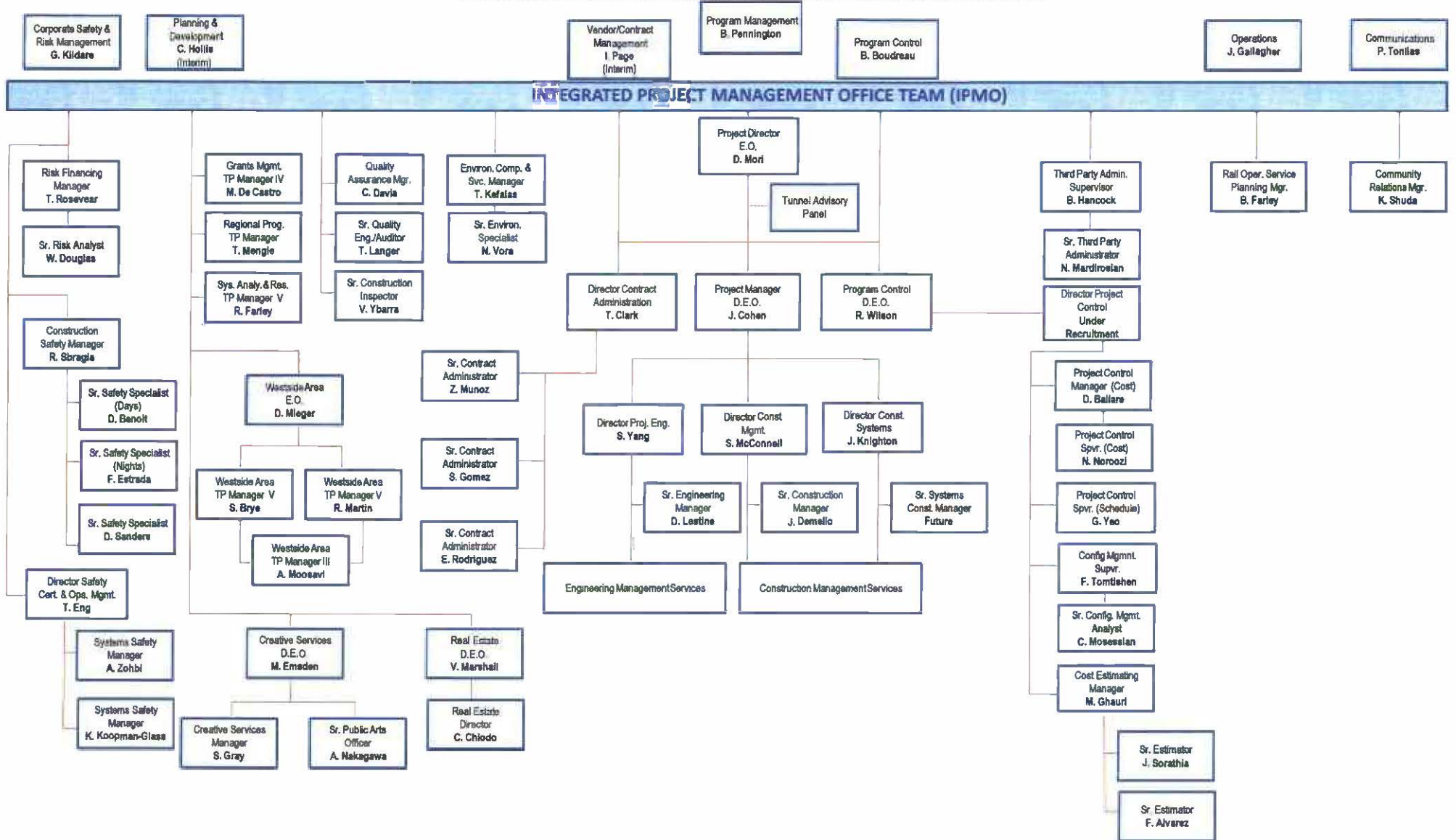


**CRENSHAW/LAX TRANSIT PROJECT  
Responsibility and Reporting Matrix**

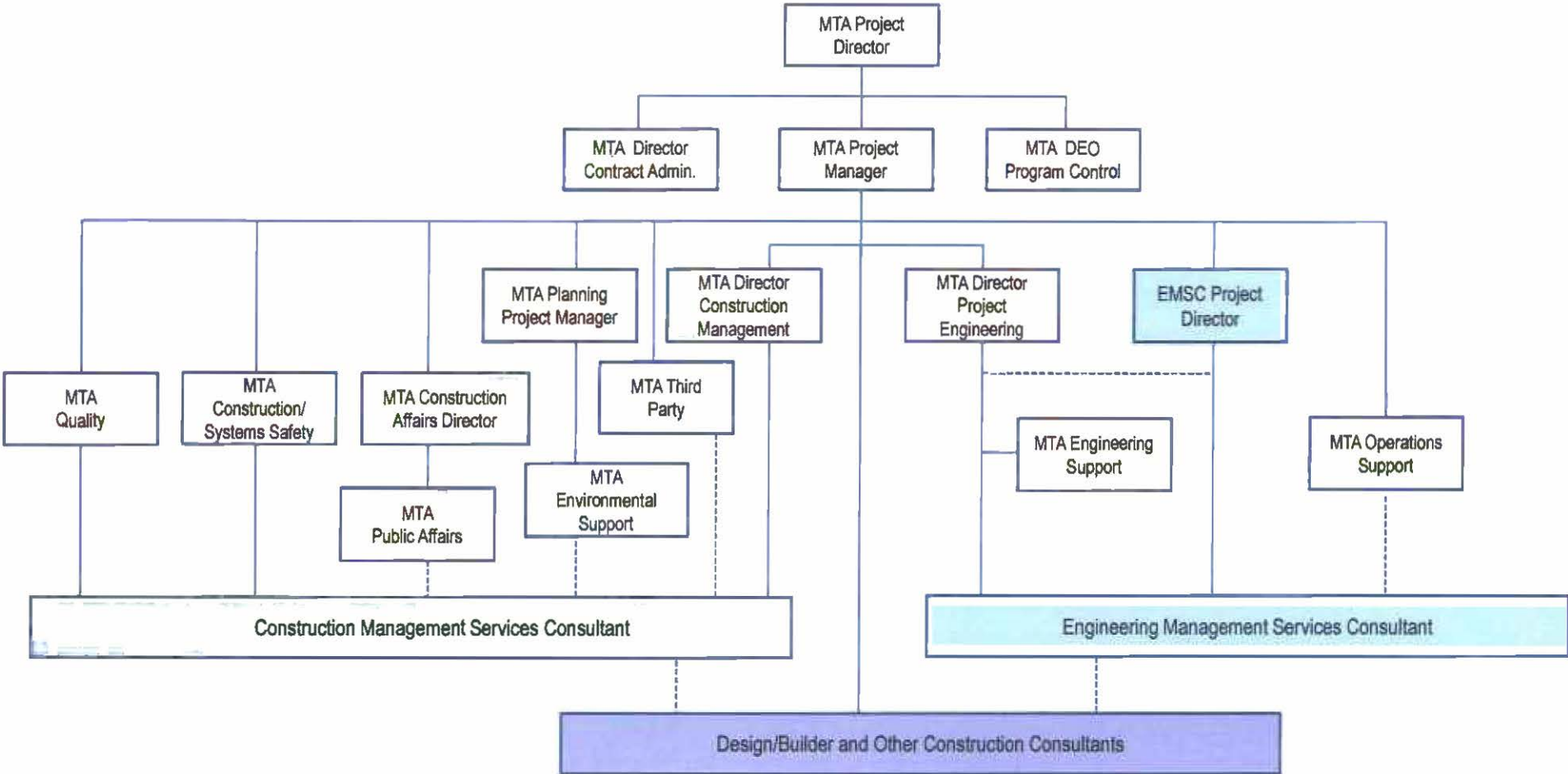


# WESTSIDE PURPLE LINE EXTENSION SECTION 1 Matrix Organization

## Metro Executive Management Organization and Staff



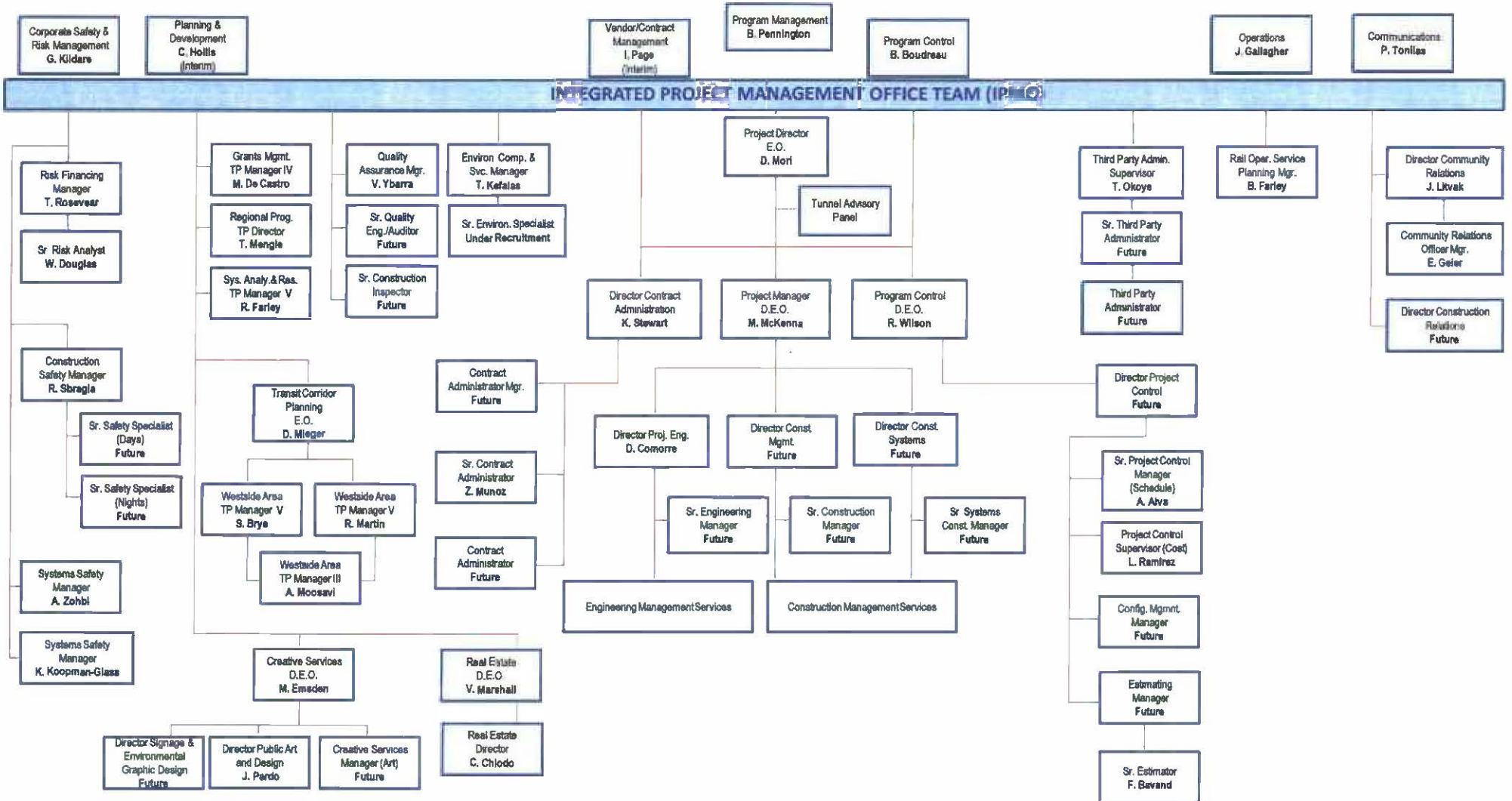
# Westside Purple Line Extension Section 1 Responsibility and Reporting Matrix



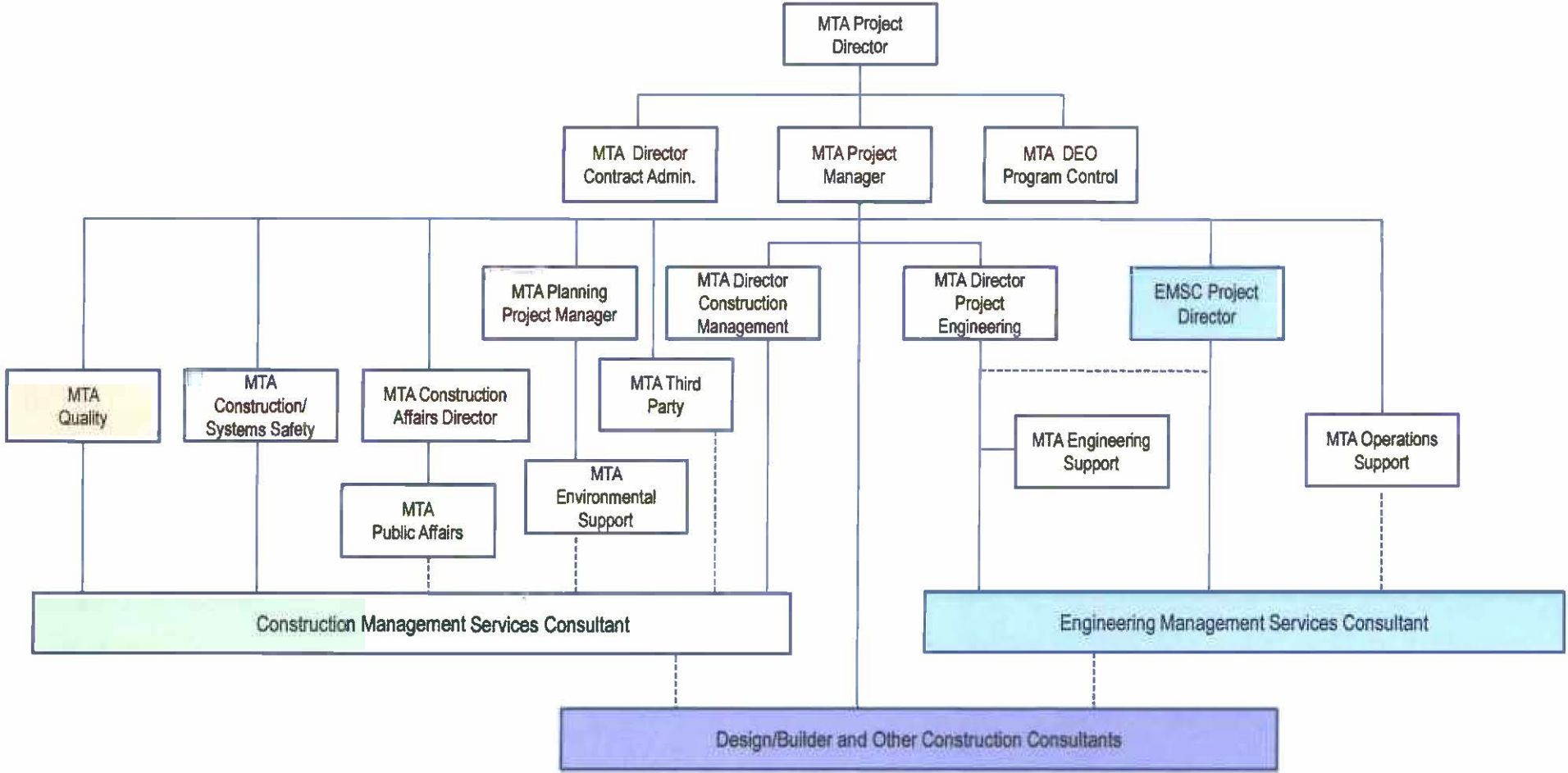


# WESTSIDE PURPLE LINE EXTENSION SECTION 2 Matrix Organization

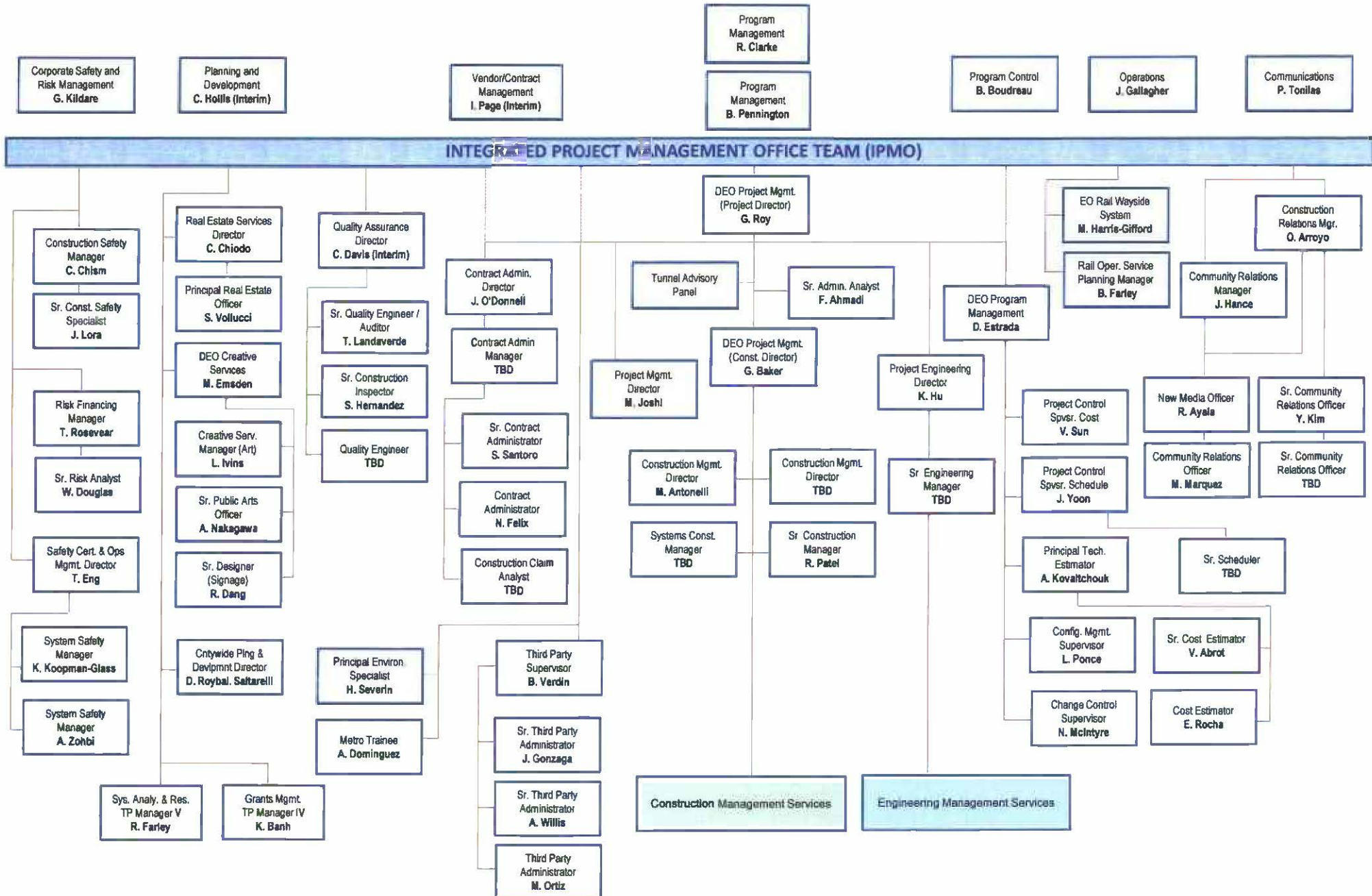
## Metro Executive Management Organization and Staff



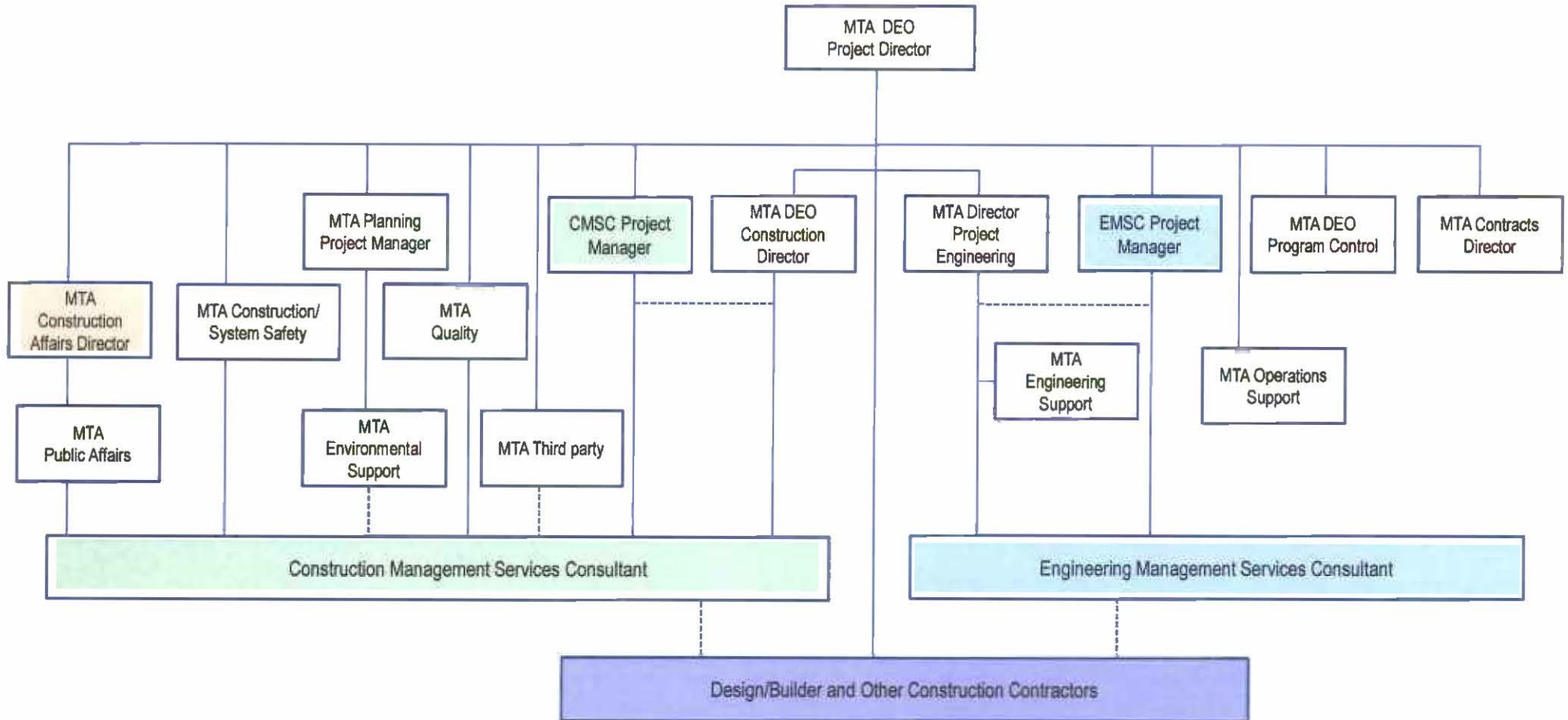
# Westside Purple Line Extension Section 2 Responsibility and Reporting Matrix



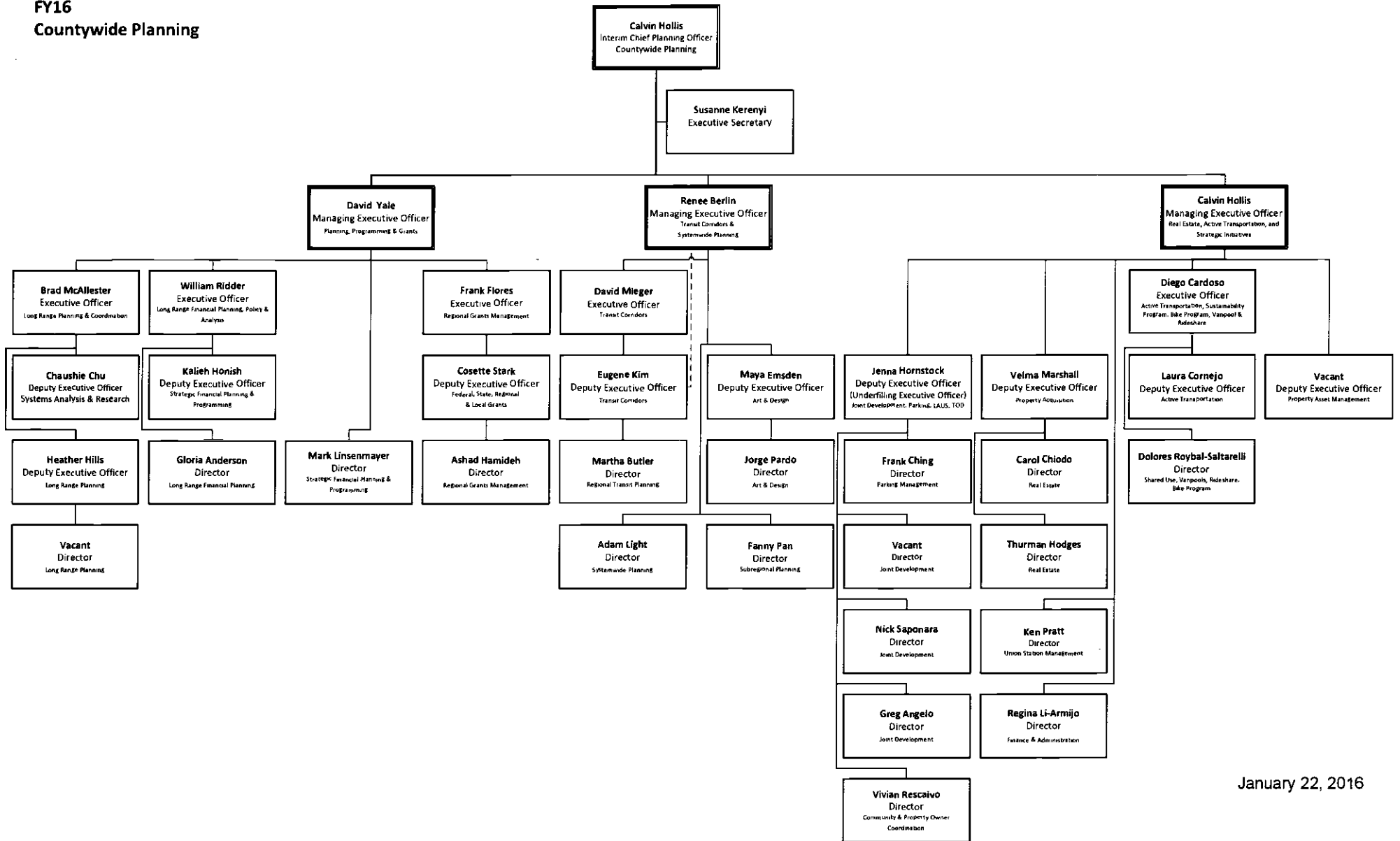
# REGIONAL CONNECTOR TRANSIT CORRIDOR



# Regional Connector Transit Corridor Responsibility and Reporting Matrix



**FY16  
Countywide Planning**

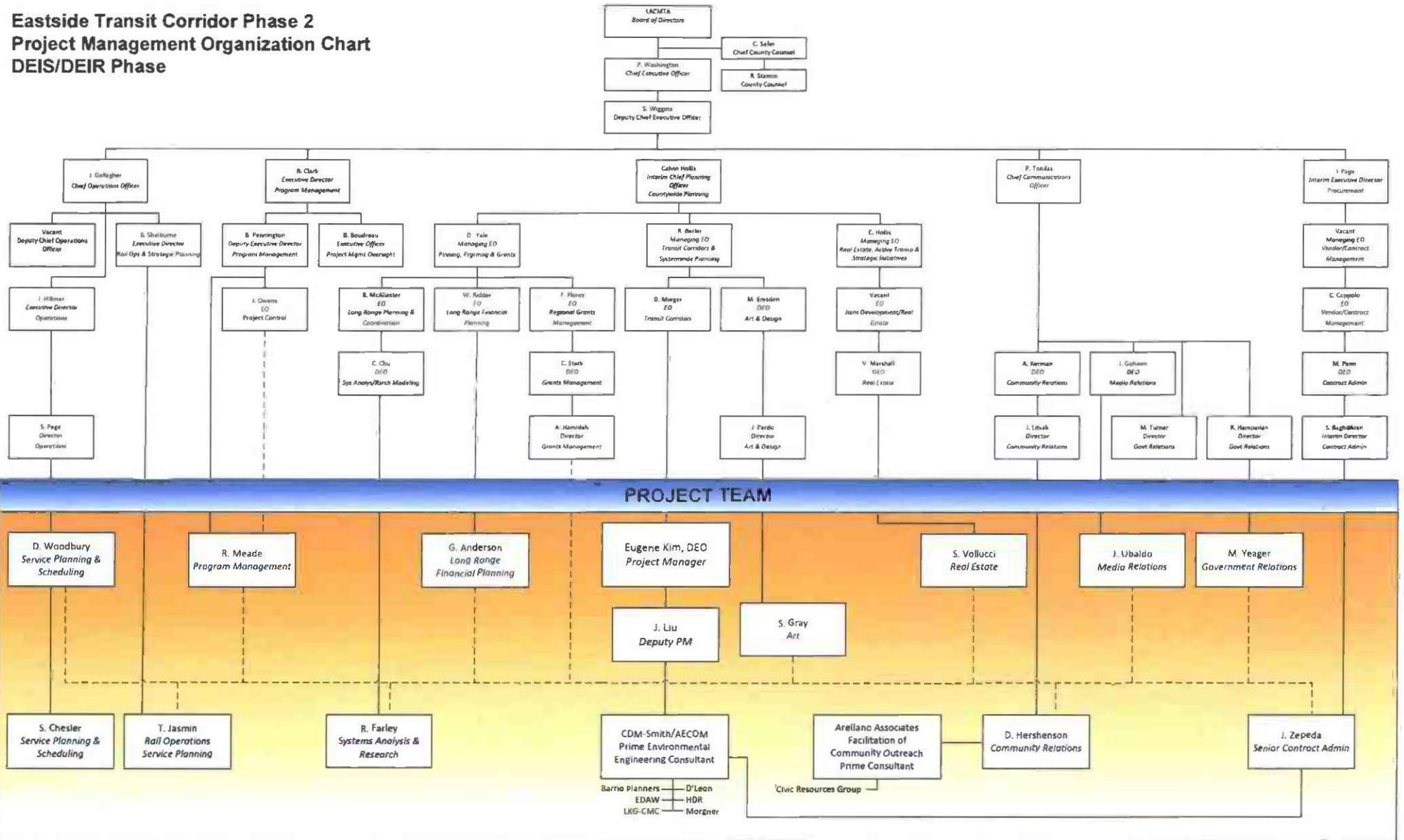








# Eastside Transit Corridor Phase 2 Project Management Organization Chart DEIS/DEIR Phase



January 22, 2016

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



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

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



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

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

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<p><b>AB 194</b> <b><u>Frazier D</u></b></p> <p>High-occupancy toll lanes.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles. This bill would delete the requirement that the above-described facilities be consistent with the established standards, requirements, and limitations that apply to specified facilities and would instead require the commission to establish guidelines for the development and operation of the facilities approved by the commission on or after January 1, 2016, subject to specified minimum requirements. The bill would provide that these provisions do not authorize the conversion of any existing nontoll or nonuser-fee lanes into tolled or user-fee lanes, except that a high-occupancy vehicle lane may be converted into a high-occupancy toll lane pursuant to its provisions. The bill would authorize a regional transportation agency to issue bonds, refunding bonds, or bond anticipation notes backed by revenues generated from the facilities. The bill would additionally authorize the Santa Clara Valley Transportation Authority to apply to the commission for purposes of the above-described provisions. The bill would remove the limitations on the number of approved facilities and would delete the January 1, 2012, deadline for HOT lane applications. The bill would provide that each application is subject to the review and approval of the commission and would require a regional transportation agency that applies to the commission to reimburse the commission for all of the commission's cost and expense incurred in processing the application. Before submitting an application to the commission, the bill would require a regional transportation agency to consult with a local transportation authority whose jurisdiction includes the facility that the regional transportation agency proposes to develop and operate pursuant to the above-described provisions. This bill contains other related provisions and other existing laws.</p>	<p>SUPPORT</p>	<p>9/11/2015-A. ENROLLMENT 9/11/2015- Senate amendments concurred in. To Engrossing and Enrolling.</p>
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<p><b>AB 210</b> <b><u>Gatto D</u></b></p> <p>High-occupancy vehicle lanes: County of Los Angeles.</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive or preferential use of high-occupancy vehicles. When those exclusive or preferential use lanes are established and double parallel solid lines are in place to the right thereof, existing law prohibits any person driving a vehicle from crossing over those double lines to enter into or exit from the lanes, and entrance or exit from those lanes is authorized only in areas designated for these purposes or where a single broken line is in place to the right of the lanes, except as specified. This bill would prohibit, commencing July 1, 2016, any high-occupancy vehicle lane from being established on specified portions of state highway routes in the County of Los Angeles, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the department. The bill would require any existing high-occupancy vehicle lane established on the specified portions of these routes to be modified to conform with those requirements. The bill would authorize the department, on or after May 1, 2017, to reinstate 24-hour high-occupancy vehicle lanes on the specified portions of these routes if the department makes a specified determination and would require the department to report to the Legislature on the impact on traffic of limiting the use of high-occupancy lanes only during the hours of heavy commuter traffic, as provided in the bill.</p>	<p>OPPOSE</p>	<p>ASSEMBLY ENROLLMENT 9/3/2015 - In Assembly. Ordered to Engrossing and Enrolling.</p>
<p><b>AB 227</b> <b><u>Alejo D</u></b></p> <p>Transportation funding.</p>	<p>Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other current laws.</p>	<p>SUPPORT</p>	<p>1/4/2016-A. BUDGET 1/4/2016-From committee chair, with author's amendments: Amend, and re-refer to Com. on BUDGET. Read second time and amended. Re-referred to Com. on BUDGET.</p>

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<p><b>AB 318</b> <b><u>Chau D</u></b></p> <p>Lost money and goods: restoration to owner.</p>	<p>Would, until December 31, 2020, provide that if that lost property is found on a vehicle of public conveyance or on public transit property, that it instead be turned in to the public transit agency, and would provide 90 days for the owner to return and claim the property, as specified. The bill, until December 31, 2020, also would require the public transit agency to cause notice of the property to be published under specified circumstances.</p>	<p>Sponsor</p>	<p>SENATE 2 YEAR 7/17/2015 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was JUD. on 6/11/2015)</p>
<p><b>AB 326</b> <b><u>Frazier D</u></b></p> <p>Public works: prevailing wage rates: wage and penalty assessments.</p>	<p>Current law requires the Labor Commissioner to issue a civil wage and penalty assessment to a contractor or subcontractor, or both, if the Labor Commissioner determines, after investigation, that the contractor or subcontractor, or both, violated the laws regulating public works contracts, including the payment of prevailing wages. This bill would require the department to release the funds deposited in escrow plus interest earned to those persons and entities as expeditiously as possible following the conclusion of all administrative and judicial review. This bill contains other existing laws.</p>	<p>Monitor</p>	<p>1/7/2016-A. THIRD READING 1/7/2016-Read second time. Ordered to third reading.</p>
<p><b>AB 338</b> <b><u>Hernández, Roger D</u></b></p> <p>County transportation commissions: Los Angeles County.</p>	<p>Would authorize the Los Angeles County Metropolitan Transportation Authority (MTA) to impose an additional transportation transactions and use tax at a rate of 0.5%, for a period not to exceed 30 years, subject to various requirements, including the adoption of an expenditure plan and voter approval. This bill contains other related provisions and other existing laws.</p>	<p>OPPOSE</p>	<p>7/17/2015-S. 2 YEAR 7/17/2015- Failed Deadline pursuant to Rule 61(a)(10). (Last location was T. &amp; H. on 5/21/2015)</p>
<p><b>AB 457</b> <b><u>Melendez R</u></b></p> <p>High-occupancy vehicle lanes.</p>	<p>Existing law provides that the Department of Transportation has full control of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles. This bill would make technical, nonsubstantive changes to these provisions.</p>	<p>Monitor</p>	<p>5/1/2015-A. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/6/2015)</p>



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

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<p><b>AB 584</b> <b><u>Cooley D</u></b></p> <p>Public employee retirement systems.</p>	<p>Would rename the Joint Legislative Retirement Committee the Joint Pension Administration and Sustainability Committee and, in addition to specified described duties, would require the committee to make reports and recommendations to the Legislature and its respective houses on retirement issues. The bill would revise the composition of the committee to reflect current legislative practice. The bill would require the committee to transmit an analysis for each bill submitted to it, including an actuarial opinion if appropriate, to the policy committee that is responsible for the bill.</p>	<p>Monitor</p>	<p>5/29/2015-A. 2 YEAR 5/29/2015- Failed Deadline pursuant to Rule 61(a)(5). (Last location was RLS. on 4/8/2015)</p>
<p><b>AB 620</b> <b><u>Hernández,</u></b> <b><u>Roger D</u></b></p> <p>High-occupancy toll lanes: exemptions from tolls.</p>	<p>Would require the Los Angeles County Metropolitan Transportation Authority, in implementing the value-pricing and transit development program, to adopt eligibility requirements for mitigation measures for commuters and transit users of low and moderate income, as defined, and would also require LACMTA to provide hardship exemptions from the payment of toll charges for commuters who meet the eligibility requirements for specified assistance programs. This bill contains other existing laws.</p>	<p>Oppose</p>	<p>1/13/2016-A. THIRD READING 1/13/2016-Read second time. Ordered to third reading.</p>
<p><b>AB 726</b> <b><u>Nazarian D</u></b></p> <p>Vehicles: Los Angeles County Metropolitan Transportation Authority.</p>	<p>Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation, among other things, an articulated bus or articulated trolley coach that does not exceed a length of 60 feet. This bill would authorize the Los Angeles County Metropolitan Transportation Authority to operate articulated buses that do not exceed a length of 82 feet on the route designated as the Orange Line in the County of Los Angeles. This bill contains other related provisions.</p>	<p>SPONSOR</p>	<p>Signed by Governor</p>
<p><b>AB 754</b> <b><u>Ridley-</u></b> <b><u>Thomas D</u></b></p> <p>Taxation.</p>	<p>Would declare the intent of the Legislature to subsequently amend this bill to include provisions that would provide tax relief to small businesses conducting business in Los Angeles County during the period of disruption caused by specified transit-related construction activities, conducted by the Los Angeles County Metropolitan Transportation Authority, and resulting in decreased business revenue.</p>	<p>SUPPORT</p>	<p>5/15/2015-A. 2 YEAR 5/15/2015- Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/25/2015)</p>

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<p><b>AB 755</b> <b>Ridley-Thomas D</b></p> <p>Sales and use taxes: exemption: small businesses: Los Angeles County transit projects.</p>	<p>Would partially exempt from sales and use taxes the gross receipts from the sale of, and the storage, use, or other consumption of, tangible personal property sold by, or purchased from, a retailer that is a small business, as defined, and whose property line abuts or faces the rail corridor or a designated construction staging or construction storage area of the Crenshaw/LAX Transit Corridor Light Rail Line, the Regional Connector Transit Corridor Light Rail Line, or the Westside Subway Extension Light Rail Line, as specified.</p>	<p>SPONSOR</p>	<p>ASSEMBLY REV. &amp; TAX SUSPENSE FILE 5/18/2015 - Retained in suspense file.</p>
<p><b>AB 779</b> <b>Garcia, Cristina D</b></p> <p>Environmental quality: transit priority areas.</p>	<p>Would revise the definition of "infill opportunity zone" to not require that it be within a specified distance of a major transit stop or high-quality transit corridor. The bill would revise the requirements for a congestion management program by removing traffic level of service standards established for a system of highways and roadways as a required element and instead requiring measures of effectiveness for a system of highways and roadways.</p>	<p>Monitor</p>	<p>8/24/2015-S. APPR. 8/25/2015-In committee: Set, first hearing. Hearing canceled at the request of author.</p>
<p><b>AB 857</b> <b>Perea D</b></p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>Would, between January 2, 2018, and January 1, 2023, inclusive, annually require no less than 50% or \$100,000,000, whichever is greater, of the moneys allocated for technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology be allocated and spent to support the commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology that meets or exceeds a specified emission standard. This bill contains other existing laws.</p>	<p>Monitor</p>	<p>8/28/2015-S. 2 YEAR 8/28/2015- Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 8/27/2015)</p>

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

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

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

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<p><b>AB 1171</b> <b><u>Linder R</u></b></p> <p>Construction Manager/General Contractor method: regional transportation agencies: projects on expressways.</p>	<p>Existing law generally sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by local agencies for public works contracts. Existing law authorizes the Department of Transportation, the Santa Clara County Valley Transportation Authority, and the San Diego Association of Governments to use the Construction Manager/General Contractor project delivery method for transit projects within their respective jurisdictions, subject to certain conditions and requirements. This bill would authorize regional transportation agencies, as defined, to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain projects on expressways that are not on the state highway system if the projects are developed in accordance with an expenditure plan approved by voters as of January 1, 2014. The bill would require specified information provided to a regional transportation agency to be verified under oath. By expanding the scope of an existing crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>9/3/2015-A. ENROLLMENT 9/3/2015- Ordered to Engrossing and Enrolling.</p>
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<p><b>AB 1250</b> <b><u>Bloom D</u></b></p> <p>Vehicles: buses: gross axle weight</p>	<p>Existing law, operative January 1, 2016, provides that the gross weight on any one axle of a bus shall not exceed 20,500 pounds. Existing law exempts from this limitation a transit bus procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2013. A violation of this provision is a crime. This bill would exempt from the weight limitation transit buses procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2016.</p>	<p>Monitor</p>	<p>9/11/2015-A. ENROLLMENT 9/11/2015-In Assembly. Concurrence in Senate amendments pending. Re- referred to Com. on TRANS. pursuant to Assembly Rule 77.2. Joint Rule 62(a), file notice suspended. From committee: That the Senate amendments be concurred in. (Ayes 16. Noes 0.) (September 11). Assembly Rule 63 suspended. Senate amendments concurred in. To Engrossing and Enrolling.</p>
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<p><b>AB 1265</b> <b><u>Perea D</u></b></p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>Current law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. This bill would provide that a lease agreement shall not be entered into under these provisions on or after January 1, 2030, and would delete obsolete cross-references and make technical changes to these provisions.</p>	<p>SUPPORT</p>	<p>5/29/2015-A. 2 YEAR 5/29/2015- Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/6/2015)</p>
<p><b>AB 1340</b> <b>Chau D</b></p> <p>Vehicles: buses.</p>	<p>Current law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Current law exempts from this limitation a bus, except a schoolbus, operated by a public agency or a passenger stage corporation, as defined, used in transit system service if the bus is equipped with a folding device attached to the front of the bus that is designed and used exclusively for transporting bicycles. This bill would prohibit the above-described device from extending more than 40 inches from the front of the bus.</p>		<p>1/5/2016-A. TRANS. 1/6/2016-In committee: Set, first hearing. Hearing canceled at the request of author.</p>

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<p><b>AB 1347</b> <b>Chiu D</b></p> <p>Public contracts: claims.</p>	<p>(1) Existing law prescribes various requirements regarding the formation, content, and enforcement of state and local public contracts. Existing law applicable to state public contracts generally requires that the resolution of claims related to those contracts be subject to arbitration. Existing law applicable to local agency contracts prescribes a process for the resolution of claims related to those contracts of \$375,000 or less. This bill would establish, for contracts entered into on or after January 1, 2016, a claim resolution process applicable to all public entity contracts. The bill would define a claim as a separate demand by the contractor for one or more of: a time extension for relief from damages or penalties for delay, payment of money or damages arising from work done pursuant to the contract for a public work, or payment of an amount disputed by the local agency, as specified. This bill contains other related provisions and other existing laws.</p>		<p>1/4/2016-A. PRINT 1/5/2016-From printer. May be heard in committee February 4.</p>
<p><b>AB 1550</b> <b>Gomez D</b></p> <p>Greenhouse gases: investment plan: disadvantaged communities.</p>	<p>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 disadvantaged communities and a separate and additional 25% to projects that benefit low-income households.</p>	<p>Monitor</p>	<p>1/4/2016-A. PRINT 1/5/2016-From printer. May be heard in committee February 4.</p>

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<p><b>AB 1552</b> <b>Allen, Travis R</b></p> <p>Public contracts: state and local agencies: businesses engaged in boycott.</p>	<p>Would, with certain exceptions, prohibit a public entity from entering into a contract to acquire or dispose of goods, services, information technology, or construction unless the contract includes a representation that the contractor is not currently engaged in, and an agreement that the contractor will not during the duration of the contract engage in, the boycott, as defined, of a person or an entity based in or doing business with a jurisdiction with which the state can enjoy open trade, defined as a state that is a member of the World Trade Organization.</p>		<p>1/4/2016-A. PRINT 1/5/2016-From printer. May be heard in committee February 4.</p>
<p><b>AB 1555</b> <b>Gomez D</b></p> <p>Greenhouse Gas Reduction Fund.</p>	<p>Would state the intent of the Legislature to enact future legislation that would appropriate \$1,700,000,000 from the Greenhouse Gas Reduction Fund for the 2015-16 fiscal year that would be allocated to different entities in amounts to be determined in the future legislation for purposes including low carbon transportation and infrastructure, clean energy communities, and community climate improvements, wetland and watershed restoration, and carbon sequestration.</p>		<p>1/4/2016-A. PRINT 1/5/2016-From printer. May be heard in committee February 4.</p>
<p><b>AB 1569</b> <b>Steinorth R</b></p> <p>California Environmental Quality Act: exemption: existing transportation infrastructure.</p>	<p>Would exempt from the provisions of the California Environmental Quality Act a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure and that meets certain requirements. The bill would require the public agency carrying out the project to take certain actions.</p>		<p>1/4/2016-A. PRINT 1/5/2016-From printer. May be heard in committee February 4.</p>
<p><b>AB 1572</b> <b>Campos D</b></p> <p>School transportation.</p>	<p>Would entitle a pupil who attends a school that is eligible for Title 1 federal funding to free transportation to and from school provided by the local educational agency, if certain conditions are met. The bill would require the local educational agency to designate a liaison to implement a plan developed, in consultation with specified stakeholders, to ensure that all entitled pupils receive free transportation in a timely manner.</p>		<p>1/4/2016-A. PRINT 1/5/2016-From printer. May be heard in committee February 4.</p>

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<p><b>AB 1591</b> <b>Frazier D</b></p> <p>Transportation funding.</p>	<p>Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. This bill contains other related provisions and other existing laws.</p>		<p>1/6/2016-A. PRINT 1/7/2016-From printer. May be heard in committee February 6.</p>
<p><b>AB 1595</b> <b>Campos D</b></p> <p>Employment: human trafficking training: mass transportation employers.</p>	<p>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 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.</p>		<p>1/6/2016-A. PRINT 1/7/2016-From printer. May be heard in committee February 6.</p>
<p><b>AB 1640</b> <b>Stone, Mark D</b></p> <p>Retirement: public employees.</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>1/7/2016-A. PRINT 1/8/2016-From printer. May be heard in committee February 7.</p>

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<p><b>ACA 4</b> <b><u>Frazier D</u></b></p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>Would provide that the imposition, extension, or increase of a sales and use tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or a transactions and use tax imposed in accordance with the Transactions and Use Tax Law by a county, city, city and county, or special district for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.</p>	<p>Monitor</p>	<p>8/19/2015-A. APPR. SUSPENSE FILE 8/27/2015-In committee: Hearing postponed by committee.</p>



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

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

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

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<p><b>ABX1 15 Patterson R</b></p> <p>State Highway Operation and Protection Program: local streets and roads: appropriation.</p>	<p>Would reduce the \$663,287,000 appropriation for Capital Outlay Support by \$500 million, and would appropriate \$500 million from the State Highway Account for the 2015-16 fiscal year, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by formula for street and road purposes. This bill contains other existing laws.</p>		<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>
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**ABX1 16  
Patterson R**

State highways:  
transfer to local  
agencies: pilot  
program.

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.

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<p><b>ABX1 17</b> <b>Achadjian R</b></p> <p>Greenhouse Gas Reduction Fund: state highway operation and protection program.</p>	<p>Current law continuously appropriates 60% of the annual proceeds of the Greenhouse Gas Reduction Fund for transit, affordable housing, sustainable communities, and high-speed rail purposes. This bill, beginning in the 2016-17 fiscal year, would continuously appropriate 25% of the annual proceeds of the fund to fund projects in the state highway operation and protection program.</p>		<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>
<p><b>ABX1 18</b> <b>Linder R</b></p> <p>Vehicle weight fees: transportation bond debt service.</p>	<p>Would, notwithstanding these provisions or any other law, effective January 1, 2016, prohibit weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds.</p>		<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>
<p><b>ABX1 19</b> <b>Linder R</b></p> <p>California Transportation Commission.</p>	<p>Would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.</p>		<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>
<p><b>ABX1 20</b> <b>Gaines, Beth R</b></p> <p>State government: elimination of vacant positions: transportation: appropriation.</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>8/31/2015-A. PRINT 9/1/2015-From printer.</p>

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<p><b>ABX1 22</b> <b>Patterson R</b></p> <p>Design-build: highways.</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>9/1/2015-A. PRINT 9/2/2015-From printer.</p>
<p><b>ABX1 23</b> <b>Garcia, Eduardo D</b></p> <p>Transportation.</p>	<p>Would, by January 1, 2017, require the California Transportation Commission to establish a process whereby the Department of Transportation and local agencies receiving funding for highway capital improvements from the State Highway Operation and Protection Program or the State Transportation Improvement Program prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community residents, as specified.</p>		<p>9/4/2015-A. PRINT 9/5/2015-From printer.</p>

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<p><b>ABX1 24 Levine D</b></p> <p>Bay Area Transportation Commission: election of commissioners.</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>9/11/2015-A. PRINT 9/12/2015- From printer.</p>
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<p><b>ABX1 25</b> <b>Allen, Travis R</b></p> <p>Shuttle services: loading and unloading of passengers.</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 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.</p>		<p>1/11/2016- A. PRINT 1/12/2016- From printer.</p>
<p><b>SB 1</b> <b>(Gaines) R</b></p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism.</p>	<p>Monitor</p>	<p>1/15/2015-S. E.Q. 4/7/2015-April 15 set for second hearing canceled at the request of author.</p>

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



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

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

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

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

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

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

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



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<p><b><u>SB 508</u></b> <b><u>Beall D</u></b></p> <p>Transit operations: financial requirements.</p>	<p>Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive funds. Existing law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated funds do not exceed 50% of the operator's total operating costs, as specified, or the maintenance by the operator of a specified farebox ratio of fare revenues to operating costs. Existing law generally establishes the required farebox ratio as 20% in urbanized areas and 10% in nonurbanized areas, except that an operator that exceeded those percentages in the 1978-79 fiscal year is required to maintain the higher farebox ratios in order to remain eligible for funding. Existing law provides various exceptions to the definition of "operating cost" for these purposes. This bill would delete the requirement for transit operators to maintain higher farebox requirements based on the 1978-79 fiscal year. The bill would exempt additional categories of expenditures from the definition of "operating cost" used to determine compliance with required farebox ratios, including, among others, certain health coverage, pension, fuel, insurance, and claims settlement costs. The bill would also exempt startup costs for new transit services for up to 2 years. The bill would revise the definition of "operating cost" for performance audit and certain other purposes to exclude principal and interest payments on capital projects funded with certificates of participation or other lease financing mechanisms. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>9/3/2015-S. ENROLLED 9/3/2015- Enrolled and presented to the Governor at 5:45 p.m.</p>
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<p><b>SB 516</b> <b>Fuller R</b></p> <p>Transportation: motorist aid services.</p>	<p>Existing law authorizes the establishment of a service authority for freeway emergencies in any county if the board of supervisors of the county and the city councils of a majority of the cities within the county adopt resolutions providing for the establishment of the service authority. Existing law authorizes a service authority to impose a fee of \$1 per year on vehicles registered in the counties served by the service authority. Existing law requires moneys received by a service authority to be used for the implementation, maintenance, and operation of a motorist aid system of call boxes and authorizes moneys received by a service authority in excess of what is needed for that system to be used for additional motorist aid services, including, among other things, changeable message signs and lighting for call boxes. Existing law requires the Department of Transportation and the Department of the California Highway Patrol to review and approve plans, and amendments to plans, for implementation of a motorist system of call boxes. This bill would instead require that those moneys be used by the service authority for service expenses associated with the implementation, maintenance, and operations of a motorist aid system, including the installation of call boxes. The bill would additionally authorize the use of those moneys for traveler information systems, Intelligent Transportation System architecture and infrastructure, other transportation demand management services, and litter and debris removal. The bill would require the Department of Transportation and the Department of the California Highway Patrol to review and approve plans, and amendments to plans, for installation of a motorist aid system of call boxes and any call box removal plan.</p>	<p>Monitor</p>	<p>9/1/2015-S. ENROLLED 9/1/2015- Enrolled and presented to the Governor at 4:30 p.m.</p>
<p><b>SB 529</b> <b>Pan D</b></p> <p>Public transit.</p>	<p>Current law provides various sources of funding for transportation projects. This bill would appropriate \$10 million from the General Fund to the Downtown/Riverfront Streetcar Project, connecting Sacramento to West Sacramento, for use in funding the development of the project.</p>	<p>Monitor</p>	<p>4/16/2015-S. T. &amp; H. 4/16/2015-Re- referred to Com. on T. &amp; H.</p>

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<p><b>SB 599</b> <b><u>Mendoza D</u></b></p> <p>Employment: public transit service contracts.</p>	<p>Existing law requires a local government agency to give a 10% preference to any bidder on a service contract to provide public transit services who agrees to retain employees of the prior contractor or subcontractor for a period of not less than 90 days, as specified. This bill would expand these provisions to require a state agency to also give a 10% preference to any bidder under these provisions.</p>	<p>Monitor</p>	<p>9/3/2015-S. ENROLLED 9/3/2015- Enrolled and presented to the Governor at 5:45 p.m.</p>
<p><b>SB 767</b> <b><u>De León D</u></b></p> <p>Los Angeles County Metropolitan Transportation Authority: transactions and use tax.</p>	<p>Existing law authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) to impose, in addition to any other tax that it is authorized to impose, a transactions and use tax at a rate of 0.5% for the funding of specified transportation-related projects and programs, subject to various requirements, including the adoption of an expenditure plan and voter approval. Existing law authorizes the MTA to seek voter approval to extend the transactions and use tax pursuant to an amended ordinance, subject to various requirements, including adoption of an amended expenditure plan that, among other things, updates certain cost estimates and identifies expected completion dates for projects and programs under the previous expenditure plan, and also requires the amended expenditure plan to be included in an updated long range transportation plan, as specified. This bill would authorize the MTA to impose an additional transportation transactions and use tax at a rate of 0.5% subject to various requirements, including the adoption of an expenditure plan and voter approval. This bill contains other related provisions and other existing laws.</p>	<p>SUPPORT</p>	<p>9/11/2015-S. ENROLLMENT 9/11/2015- Assembly amendments concurred in. (Ayes 26. Noes 13.) Ordered to engrossing and enrolling. Signed by Governor</p>

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<p><b>SB 824</b> <b>Beall D</b></p> <p>Low Carbon Transit Operations Program.</p>	<p>Would authorize a recipient transit agency that does not submit a project for funding under the Low Carbon Transit Operations Program in a particular fiscal year to retain its funding share for expenditure in a subsequent fiscal year. The bill would, in that regard, require the Department of Transportation to annually calculate a funding share for each eligible recipient transit agency. This bill contains other existing laws.</p>		<p>1/7/2016-S. PRINT 1/8/2016-From printer. May be acted upon on or after February 7.</p>
<p><b>SCA 5</b> <b>Hancock D</b></p> <p>Local government: special taxes: voter approval.</p>	<p>The California Constitution conditions the imposition of a special tax by a local government upon the approval of 2/3 of the voters of the local government voting on that tax, but authorizes the imposition of a local ad valorem tax for school facilities upon the approval of 55% of the voters voting on that tax. This measure would condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes.</p>	<p>Monitor</p>	<p>7/16/2015-S. GOV. &amp; F. 7/16/2015- From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. &amp; F.</p>

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

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

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



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

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

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

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

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		Materials
<b>H.R. 680 Blumenauer D</b>	<p>Would gradually increase the federal gas tax by 15-cents, index the gas tax to inflation and seek to replace the federal gas tax with a more stable alternative by 2024.</p> <p><i>Board previously supported HR 3636 bill last session.</i></p>	<p><b>May 2015 – SUPPORT</b></p> <p>Referred to the House Committees on Ways and Means and House Transportation and Infrastructure</p>
<b>H.R. 935 Hahn D-CA</b>	<p>Would direct 5% of all import duties collected by Customs and Border Protection (CBP) at Ports of Entry to be spent on freight transportation through the creation of the National Freight Network Trust Fund.</p> <p><i>Board previously supported HR 5101 bill last session.</i></p>	<p><b>May 2015 – SUPPORT WORK WITH AUTHOR</b></p> <p>Subcommittee on Rail, House Transportation and Infrastructure Committee</p> <p>House Ways and Means Committee</p>
<b>H.R. 990 King R-NY</b>	<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><b>May 2015 – SUPPORT</b></p> <p>House Ways and Means Committee</p>
<b>H.R. 1308 Lowenthal D-CA</b>	<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><b>May 2015 – SUPPORT WORK WITH AUTHOR</b></p> <p>Subcommittee</p>

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		on Water, House Transportation and Infrastructure Committee  House Ways and Means Committee
<b>H.R. 1461 Massie R-KY</b>	Would end the longstanding practice of the mass transit account receiving funding through the Highway Trust Fund. Additionally, it repeals the Transportation	<b>May 2015 – OPPOSE</b>  House Transportation and Infrastructure Committee  House Ways and Means Committee
<b>H.R. 1551 Sanford R-SC</b>	Would phase out the Mass Transit Account from receiving any funding through the Highway Trust Fund by incrementally decreasing funding from 2016-2020.	<b>May 2015 – OPPOSE</b>  House Ways and Means Committee
<b>H.R. 2485 Torres D-CA</b>	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.	<b>June 2015 – SUPPORT</b>  <b>5/21/15</b> Subcommittee on Water Resources and Environment for House Transportation and Infrastructure

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

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. 1/21/2016

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	expense to finance through the TIFIA program.	Senate Environment and Public Works Committee
<b>S. 1006 (Feinstein-D-CA)</b>	<b>Extend the national deadline to implement Positive Train Control by one year</b>	<b>MAY 2015 – SUPPORT</b> Senate Commerce, Science and Transportation Committee
<b>Omnibus Appropriations Bill For Fiscal Year 2016</b>	<b>An omnibus appropriations bill that keeps all federal programs, agencies, and services funded until September 30, 2016.</b>	<b>Signed into law by President Obama, December 18, 2015</b>
<b>HR 22 (formerly known as the DRIVE Act) Fixing America’s Surface Transportation Act (FAST Act)</b>	<b>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).</b>	<b>Signed into law by President Obama, December 4, 2015</b>
<b><u>HR 22 (formerly known as S.1647) “Developing a Reliable and Innovative Vision for the Economy Act” (DRIVE Act).</u></b>	<b>H.R. 22 – surface transportation bill short term extension keeps federal public transportation and highway programs operating through October 29, 2015.</b> <ul style="list-style-type: none"> <li>• Authorization levels for the federal transit program would be increased by 8.78 percent in FY 2016 and by 25 percent over six years.</li> <li>• The measure provides offsets for the general fund revenues that are deposited into both the Mass Transit Account (MTA) and Highway Account (HA) of the Highway Trust Fund (HTF), but those offsets were reportedly barely enough to fully fund three years of the bill’s authorization levels</li> <li>• The bill authorizes \$6.6 billion in Amtrak funding for FY2016 to 2019 and \$2.28 billion for grants to rail agencies. The bill would modify the Railroad Rehabilitation and Improvement Financing (RRIF) program to prioritize applications that support the implementation of PTC. Leaves the TIGER program unauthorized, subject to annual appropriations as it currently operates.</li> <li>• The collection of offsets provides for a \$47.1 billion General Fund transfer to the HTF, with \$11.3 billion</li> </ul>	7/30/15 – Full Reauthorization Surface Transportation Bill passes Senate

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	<p>(24 percent) to the Mass Transit Account (MTA), and \$35.8 billion (76 percent) to the Highway Account (HA). The offsets in the Finance Title are only adequate to fund the new authorizations of the Highway and Transit programs through the first three years of the bill. The authorizations beyond FY 2018 will require additional revenues being directed to the HTF.</p> <p><b>S.1647 - The Senate Environment and Public Works Committee passed its highway reauthorization bill providing:</b></p> <ul style="list-style-type: none"> <li>• \$277.4 billion in Highway Trust Fund contract authority for the Federal Highway Administration over the six-year period of fiscal 2016 to 2021.</li> <li>• This total does not count money provided to get agency programs through the last two months of FY 2015, and when \$100 million per year in pre-existing mandatory spending is added, the six-year FHWA spending total is \$278.0 billion.</li> </ul> <p>Pending action and inclusion from 3 other committee jurisdictions; Senate Commerce, Science and Transportation Committee, Banking, Housing and Urban Affairs Committee and Finance Committee.</p>	<p>6/24/15 – Reported by Unanimous Vote out of Committee</p>
<p><b><u>H.R 3763 – The Surface Transportation Reauthorization and reform Act of 2015 (STRR)</u></b></p>	<p><b>H.R. 3763 will authorize surface transportation programs for six years at a total funding level of \$325 billion.</b></p> <ul style="list-style-type: none"> <li>• Freight Program - Establishes a new competitive grant program for large freight and highway projects which receives \$4.46 billion in contract authority over six years.</li> <li>• TIFIA Program – Reduces the annual funding level for TIFIA (low cost federal loan program) to \$200 million annually.</li> <li>• Increases funding for FTA Capital Improvement Grant Program (New Starts) – Increases funding from \$2 billion up to \$2.2 billion in 2021.</li> <li>• Positive Train Control – Extends the deadline for full implementation for PTC until December 2018.</li> </ul>	<p><b>10/22/15 – Passed by voice vote in House T&amp;I Committee</b></p> <p><b>TBD – House Floor Vote and Conference Committee</b></p>
<p><b><u>Moving Ahead For Progress In The 21<sup>st</sup> Century</u></b></p> <p><b>Surface Transportation Authorization Bill</b></p>	<p>MAP-21</p> <ul style="list-style-type: none"> <li>• 27 month bill – expires on September 30, 2014 / Extends motor fuels tax through October 1, 2015</li> <li>• <b>Total Funding:</b> \$105 Billion             <ul style="list-style-type: none"> <li>○ <b>Highway Funding:</b> \$39.7 Billion in FY13 and \$40 Billion in FY14</li> <li>○ <b>Transit Funding:</b> \$10.5 Billion in FY13 and \$10.7 Billion in FY14</li> </ul> </li> <li>• Includes <b>America Fast Forward</b> Innovative Financial Provision (TIFIA)             <ul style="list-style-type: none"> <li>○ Does not include Qualified Transportation Improvement Bonds (QTIB)</li> </ul> </li> </ul> <p><b>H.R. 5021 passed both Chambers and provides approximately \$10.8 billion in offsets to support transfers of General Funds into the HTF and extends the</b></p>	<p>July 15, 2014, H.R. 5021, extension of MAP-21, passed both Chambers Authorizes MAP-21 until May 31, 2015</p>

Los Angeles County Metropolitan Transportation Authority

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	<p><b>authorizations for transit, highway and highway safety programs funded from the HTF through the end of May 31, 2015.</b></p>	<p>July 6. 2012 Signed by President into law</p>
<p>Obama Administration Proposal <b>Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities Throughout America (GROW AMERICA) Act</b></p>	<p><b>Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities Throughout America (GROW AMERICA) Act is a four-year, \$302 billion surface transportation reauthorization bill.</b> <b>The proposal includes:</b></p> <ul style="list-style-type: none"> <li>• \$199 billion for highways             <ul style="list-style-type: none"> <li>○ \$92.1 billion for the National Highway Performance Program</li> <li>○ \$13.6 billion for "critical immediate investments"</li> </ul> </li> <li>• \$72 billion for transit             <ul style="list-style-type: none"> <li>○ \$11 billion for Capital Investment Grants</li> <li>○ \$2.2 billion to help rapidly-growing communities invest in new bus rapid transit lines</li> </ul> </li> <li>• \$5 billion for the TIGER program (\$1.25 billion per year – an increase of more than 100 percent over current levels)</li> <li>• \$19 billion in dedicated funding for rail programs</li> <li>• \$5 of billion annually for high performance and passenger rail programs with a focus on improving the connections between key regional city pairs and high traffic corridors throughout the country</li> <li>• \$4 billion to attract private investment through the Transportation Infrastructure Finance and Innovation Act (TIFIA) program</li> <li>• \$1 billion for a new grant program called Fixing and Accelerating Surface Transportation (FAST) geared toward "bold, innovative strategies and best practices"</li> <li>• Significant investment in the president's "Ladders of Opportunity" initiative             <ul style="list-style-type: none"> <li>○ \$2 billion for an innovative Rapid Growth Area Transit Program to provide new bus rapid transit and other multimodal solutions for rapidly growing regions</li> <li>○ \$245 million for workforce development to enhance the size, diversity, and skills of the construction and transportation workforce through collaborative partnerships with the U.S. Department of Labor, states, and non-governmental organizations</li> </ul> </li> <li>• \$10 billion for a multi-modal freight program</li> <li>• \$7 billion for the National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA) to improve safety.</li> </ul>	<p>Introduced – April 29 2014</p>



COUNTY OF LOS ANGELES  
OFFICE OF THE COUNTY COUNSEL

TRANSPORTATION DIVISION  
ONE GATEWAY PLAZA  
LOS ANGELES, CALIFORNIA 90012-2952

TELEPHONE  
(213) 922-2503  
FACSIMILE  
(213) 922-2530  
TDD  
(213) 633-0901

MARY C. WICKHAM  
Interim County Counsel

January 14 , 2016

Martia Fox, Esq.  
Regional Counsel, Region IX  
FEDERAL TRANSIT ADMINISTRATION  
90 Seventh Street, Suite 15-300  
San Francisco, CA 94103

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

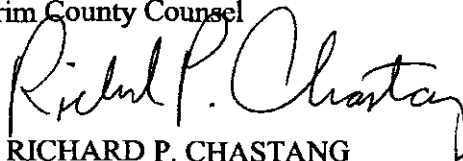
Dear Ms. Fox:

Attached please find the Los Angeles County Metropolitan Transportation Authority's quarterly update as of December 31, 2015, on the Status of Key Legal Actions Related to Federally Funded Projects.

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

Very truly yours,

MARY C. WICKHAM  
Interim County Counsel

By   
RICHARD P. CHASTANG  
Principal Deputy County Counsel  
Transportation Division

RPC:kh

Attachments

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

Los Angeles County Metropolitan Transportation Authority  
 Status of Key Legal Actions Related to Federally Funded MTA Projects  
 Date as of December 31, 2015

CASE NAME	CASE NUMBER	GRANT NUMBER	NARRATIVE	CASE STATUS
Gerlinger (MTA) v. Parsons Dillingham  consolidated with  MTA v. Parson Dillingham	BC150298, etc.  BC179027	MOS-1 and CA-03-0341, CA-90-X642  MOS-1 and CA-03-0341, CA-90-X642	Originated as Qui Tam action. Concerns allegations of overbilling by MTA's construction Manager, Parsons-Dillingham ("PD").  MTA filed suit against Parsons Dillingham for fraud and breach of contract in the performance of construction management services.	Defendants' Motion for Summary Judgment granted. MTA's motion for new trial denied. MTA has appealed trial court judgment.  Judgment granted in favor of MTA in February 2014 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-MRW		This is a patent infringement lawsuit. Plaintiff alleges that MTA infringed upon its patent relating to wireless reader technology in connection with MTA's ExpressLanes Project. MTA's contract with the ExpressLanes Project general contractor Atkinson requires Atkinson to defend and indemnify MTA in any Intellectual Property claims.	MTA's Contractor on the Express Lanes, Atkinson has agreed to accept MTA's tender of its defense with a reservation of rights. The case is currently in the early discovery phase.
Crenshaw Subway Coalition v. MTA, et al.	CV11-9603	TIFIA3 Loan	Environmental challenge under CEQA and Cal. Govt. Code alleging deficiencies in Crenshaw/LAX Light Rail Transit FEIR/EIS and discriminatory impacts on African-Americans in the Crenshaw area.	Cross-motions for summary judgment were fully briefed in July 2013. Judgments for MTA and FTA on CEQA and NEPA claims. Government Code Claim for disparate impact remanded to State court.
Japanese Village Plaza, LLC v. MTA	BS137343 CV13-0396		Petitioner alleges that the Final Environmental Impact Statement/Environmental Impact Report (FEIS/EIR) for the project failed to analyze or adopt feasible mitigation measures or alternatives for many of the project's significant environmental impacts on the residents and businesses of the historic Little Tokyo community.	CEQA trial before Judge Richard Fruin was held on November 25, 2013; NEPA trial before Judge John Kronstadt was held on February 24, 2014. Judge Fruin denied Petitioner's CEQA claims and issued a judgment for MTA. In an order issued on May 29, 2014, Judge Kronstadt identified one flaw in the FEIS. All parties filed appeals in the CEQA & NEPA cases. Judgment for MTA in CEQA was affirmed by Court of Appeal on July 9, 2015. Oral argument before 9 <sup>th</sup> Circuit in NEPA appeal set for March 11, 2016.
515 and 555 Flower Associates, LLC (Thomas Properties) v. MTA	BS137271 CV13-0453		Petitioner alleges that the project was approved without full disclosure and analysis in the FEIS/EIR of its environmental impacts and, if the project proceeds, there will be severe unmitigated adverse impacts on Thomas Properties, its employees, its tenants and their customers. Petitioner contends a tunnel boring	Cases settled on June 30, 2015.

			machine should be utilized to construct the tunnels along Flower Street rather than the more disruptive cut and cover construction method that was approved by MTA.	
Today's IV, Inc. dba Westin Bonaventure Hotel and Suites v. MTA	BS137540 CV13-0378		Petitioner alleges that there is no substantial evidence in the record to support MTA's refusal to significantly reduce and eliminate significant unmitigated impacts to traffic, building access/egress, increased risk of structural instability to tall buildings, increased noise, air emissions and other health risks from open trench work, and increased safety risks, all of which negatively impact the Financial District on Flower Street.	NEPA trial before Judge John Kronstadt was held on February 24, 2014. CEQA trial before Judge Richard Fruin held on May 14-15, 2014. In an order issued on May 29, 2014, Judge Kronstadt identified one flaw in the FEIS. Judge Fruin denied Petitioner's CEQA claims and a judgment will be issued for MTA. All parties filed appeals in the CEQA & NEPA cases. Court of Appeal affirmed judgment for MTA. NEPA appeal is awaiting oral argument in 9 <sup>th</sup> Circuit.
City of Beverly Hills v. MTA	BS137607		Petitioner alleges that the project's construction impacts and risk to human health and safety were not adequately disclosed, analyzed, or mitigated in the FEIS/EIR. Petitioner further alleges that the changes and new information added after the Draft EIS/EIR was circulated required MTA to revise and recirculate the FEIS/EIR for public comment before approving the project.	CEQA trial before Judge John Torribio was held on March 12-14, 2014. Judgment for MTA. Petitioner filed an appeal. Court of Appeal affirmed judgment for MTA. Petitioner did not seek review by the Supreme Court.
Beverly Hills Unified School District v. MTA	BS137606		Petitioner alleges that MTA's certification of the FEIS/EIR and approval of the project violated CEQA in the following ways: inadequate project description; inadequate analysis of seismic impacts; refusal to prepare and recirculate a Supplemental Draft EIS/EIR; bias in pre-commitment to the Constellation Station; inadequate analysis of the impacts of the Constellation Station; and inadequate comparative risk assessment of the Santa Monica and Constellation Stations.	CEQA trial before Judge John Torribio was held on March 12-14, 2014. Judgment for MTA. Petitioner filed an appeal. Court of Appeal affirmed judgment for MTA. Petitioner did not seek review by the Supreme Court.

Wheelchair Disability Discrimination Cases

Bernardine Harris v. MTA	BC501547 BC545873			Trial set for June 28, 2016. MSJ to be heard April 14, 2016
Oudy Wall v. MTA	BC567535 New Case No. 2:15- CV-001009- DSF			Filed on December 22, 2014. Removed to federal court on February 13, 2015. Motion to dismiss Art Leahy granted on March 5, 2015. Ordered to mediation. Plaintiff dismissed all federal claims after September 10, 2015. Remanded to state court on October 30, 2015. At the CMC on January 12, 2016, both BC567535 and BC591538 were related and assigned to Judge Daniel Murphy in Dept. 32. FSC set for November 22, 2016 and trial set for December 6, 2016.
Oudy Wall v. MTA	BC591538			MTA filed demurrer. Demurrer granted for IIED and NIED on October 16, 2015. At the CMC on January 12, 2016, both BC567535 and BC591538 were related and assigned to Judge Daniel Murphy in Dept. 32. FSC set for November 22, 2016 and trial set for December 6, 2016.
Maria Reyes v. MTA	2:15-CV- 04859-DSF- AGR (formally BC570016)			Filed on May 22, 2015. Removed to federal court on June 26, 2015. Motion to dismiss claim for intentional infliction of emotional distress filed on July 2, 2015. Court granted motion to dismiss. IIED claim on July 24, 2015. Ordered to Mediation on August 18, 2015. Plaintiff dismissed all federal claims on September 10, 2015. Remanded to state court on

				October 30, 2015. MTA will file partial MSJ on January 15, 2016 for a hearing set for February 29, 2016 and now assigned to Judge Robert L. Hess. CMC set for January 29, 2016.
Maria Reyes v. MTA	2:15-CV-07706 (formerly BC582636)			State case removed to federal court on October 2, 2015 and related to other cases in Judge Dale Fischer's court on October 5, 2015. Rule 26(f) report filed on November 25, 2015. Trial set for May 2, 2017. Parties ordered to ADR to be completed by February 13, 2017.



**FTA-Funded Excess Real Property and ALAP Parcels  
Utilization Report**

**December 31, 2015**

**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**

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

**Wilshire/Crenshaw (ALAP Parcels A1-300 and A2-301) – 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 and Metro has shortlisted qualified developers to receive a full development Request for Proposals ("RFP").

During September and October 2015, Metro staff engaged the stakeholders having an interest in the North Hollywood properties, including local residents, business owners, property owners, community organizations, and public agencies. From the input received during the engagement process, Metro produced development guidelines for the North Hollywood properties, which were adopted by the Metro Board at its December 3, 2015 meeting. On December 4, 2015, Metro issued a development RFP to the short-listed developers, which included the development guidelines. Development proposals in response to the RFP are due March 4, 2016. A recommendation to enter into an Exclusive Negotiations Agreement with a selected developer is expected to be before the Metro Board in summer 2016.

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

This vacant site, situated across Lankershim and Chandler from the Metro Red Line's North Hollywood Station site and across Chandler from the Metro Orange Line's North Hollywood Station site, is one of the "other nearby Metro-owned parcels" included as part of the North Hollywood Station development guidelines and RFP 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 one of the existing subway portals and construction of a replacement subway portal at Westlake Avenue.

A Joint Development Agreement ("JDA") a McCormack Baron Salazar development entity ("MBS") that provided for the development of Phase B expired on December 31, 2013. The JDA's expiration resulted from a funding gap that came to light late in the project's design process and could not 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 has elected to proceed with MBS as the developer of Phase B. To this end, Metro and MBS held a public meeting to update the community on the status of the Phase B project in late September. The update and the project were well received by those in attendance and Metro anticipates execution of a reinstated and amended JDA with the developer in the first quarter of 2016.

**Southwest corner of 1<sup>st</sup>/Boyle (Parcels ED-121 through ED-125, ED-191, ED-193 and ED-194) – NO CHANGE**

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

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

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

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

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

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

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

Metro and Bridge Housing Corporation/East LA Community Corporation ("**Bridge/ELACC**") are now parties to an "interim" Exclusive Negotiation Agreement and Planning Document ("**Interim ENA**") with respect to development of a portion of the 1.24-acre Soto Station site, and a 0.29 acres of Metro-owned property located across Soto Street from the station. The Bridge/ELACC team was selected via a competitive procurement process for development of Metro's Soto Station sites in March 2015. The Interim ENA was recently extended to July 2016, in accordance with Metro Board authority received in December 2015.

The Interim ENA has allowed Bridge/ELACC to commence community outreach and collect stakeholder and Metro input with respect to Bridge/ELACC's originally proposed development projects, including community meetings, focus groups, and individual meetings with key stakeholders. These efforts and engagement with Metro staff have led to changes in the originally proposed project scope, as follows:

- The Los Lirios affordable family apartment project proposed for the station site has been changed from 49 apartment units over 12,000 sq. ft. of ground floor commercial space to 65 apartment units over 5,000 sq. ft. of ground floor commercial space; and
- The 39-unit affordable senior apartment/3,900 sq. ft. commercial space project originally proposed for the 0.29-acre site and an adjoining, 0.15-acre, privately-held parcel is no longer being considered. Instead, Metro and Bridge/ELACC are considering the relocation of the Peabody/Werden Historic Home to this location and are evaluating the feasibility of locating Los Lirios community space, as well as other community uses in this building.

Metro staff anticipates seeking Metro Board approval of a full ENA in the first quarter of 2016. The full ENA will allow the parties to conduct additional outreach, further explore this project's feasibility, advance its design, complete all project-related CEQA requirements and negotiate the terms and conditions of a JDA and ground lease providing for the project's construction and operation.

### **1<sup>st</sup>/Lorena (Parcel EG-409)**

This 1.27-acre site is mostly vacant, but does house a traction power substation for the Metro Gold Line. Metro and A Community of Friends (“ACOF”) have entered into an ENA to explore the feasibility of constructing and operating a mixed-use, transit-oriented development consisting of 49 apartments (24 units of supportive housing for veterans and 25 market-rate units) and approximately 10,000 square feet of retail space on this site. ACOF has moved forward with project entitlements, CEQA compliance, and community outreach, and the Boyle Heights Neighborhood Council and the Metro-established Boyle Heights Design Review Advisory Committee have approved the project. The ENA was recently extended to July 2016, in accordance with Metro Board authority received in December 2015. The extension will allow for advancement of the entitlement process and the project’s design, completion of all project-related CEQA requirements, and negotiation of JDA and ground lease terms and conditions providing for the project’s construction and operation. If all of these efforts prove successful, Metro staff will proceed to the Metro Board before July 2016 with a recommendation to approve the negotiated terms and conditions for the JDA and ground lease.

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

Metro and Abode Communities (“Abode”) are now parties to a full 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 term of the 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 and plans on presenting the project to the Boyle Heights Design Review Advisory Committee in March 2016.

A prior Interim ENA allowed Abode to commence community outreach and collect stakeholder and Metro input with respect to their proposed development project. This outreach concluded in October with the Boyle Heights Neighborhood Council’s recommendation that Metro and Abode proceed with the full ENA. The Bridge/ELACC team 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 has elected to terminate its relationship with McCormack Baron Salazar for the development of a 23,000 square foot grocery store on this 1.57-acre vacant site. This decision followed consultations with the FTA and reevaluation the process Metro employed to select (a) McCormack Baron Salazar as the potential developer, and (b) a 23,000 square foot grocery store as the proposed project. This analysis indicated that

**Metro should restart its efforts with respect to development of this site, commencing with community engagement to help Metro create updated development guidelines.**

**Metro has procured an urban design consultant team to help facilitate community engagement and the design review process regarding development of this site and anticipates commencing community outreach and design charrettes in the first half of 2016. Re-solicitation for development would commence after completion of the community engagement effort and approval of the development guidelines by the Metro Board.**

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

**Updated 1/25/16 v1**

Los Angeles County  
Metropolitan Transportation Authority  
California

# OPERATIONS MONTHLY PERFORMANCE REPORT

DECEMBER 2015



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### Metro Bus Systemwide and Division Scorecard Overview

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

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

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

Measurement	FY 2013	FY 2014	FY 2015	FY 2016 Target	FY 2016 YTD	FYTD Status	Oct Month	Nov Month	Dec Month
<b>Bus Systemwide</b>									
Mean Miles Between Mechanical Failures Requiring Bus Exchange (MMBMF)	3,827	4,183	4,710	4,680	5,046	●	4,995	4,783	5,302
No. of unaddressed road calls	15	42	40	-	48	-	8	3	4
Mean Miles Between Total Road Calls (MMBTRC) **	2,443	2,962	3,369	3,359	3,754	●	3,858	3,874	4,147
Bus Traffic Accidents Per 100,000 Miles	3.65	3.81	3.83	3.67	4.20	●	4.77	4.64	3.75
Number of "482 alleged accidents"	214	219	230	-	104	-	21	19	12
Complaints per 100,000 Boardings	3.39	3.77	3.78	3.91	3.90	●	4.24	4.00	3.99
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	16.80	18.34	17.50	16.83	17.06	●	17.84	17.48	14.61
In-Service On-time Performance - Early	4.66%	4.64%	4.00%	2.00%	3.83%	●	3.54%	4.22%	4.51%
In-Service On-time Performance - Late	19.51%	19.21%	20.65%	18.00%	22.23%	●	25.41%	23.03%	21.78%
In-Service On-time Performance - OnTime	75.84%	76.14%	75.35%	80.00%	73.94%	●	71.05%	72.75%	73.70%
<b>Bus Directly Operated</b>									
Mean Miles Between Mechanical Failures Requiring Bus Exchange (MMBMF)	3,827	3,961	4,482	4,529	4,799	●	4,730	4,525	5,030
No. of unaddressed road calls	15	42	40	-	46	-	8	3	4
Mean Miles Between Total Road Calls (MMBTRC) **	2,443	2,863	3,271	3,311	3,671	●	3,752	3,776	4,061
Bus Traffic Accidents Per 100,000 Miles	3.65	3.57	3.77	3.69	4.18	●	4.73	4.56	3.84
Number of "482 alleged accidents"	214	219	230	-	104	-	21	19	12
Complaints per 100,000 Boardings	3.15	3.64	3.63	3.59	3.79	●	4.12	3.94	3.89
New Reported Workers' Compensation Claims	18.80	18.34	17.50	16.83	17.06	●	17.84	17.48	14.61
In-Service On-time Performance - Early	4.69%	5.01%	4.29%	2.00%	4.07%	●	3.76%	4.46%	4.78%
In-Service On-time Performance - Late	19.49%	18.84%	20.68%	18.00%	22.38%	●	25.62%	23.25%	21.94%
In-Service On-time Performance - OnTime	75.82%	76.15%	75.03%	80.00%	73.55%	●	70.62%	72.29%	73.28%
<b>Bus Purchased Transportation</b>									
Mean Miles Between Mechanical Failures Requiring Bus Exchange (MMBMF)	0	11,120	12,302	7,500	12,868	●	14,807	14,755	14,223
No. of unaddressed road calls	-	-	-	-	-	-	-	-	-
Mean Miles Between Total Road Calls (MMBTRC) **	0	5,164	5,267	4,000	5,115	●	5,812	5,587	5,510
Bus Traffic Accidents Per 100,000 Miles	0.00	4.04	4.56	3.48	4.45	●	5.31	5.56	2.62
Number of "482 alleged accidents"	-	-	-	-	-	-	-	-	-
Complaints per 100,000 Boardings	0.00	6.43	6.89	10.00	6.30	●	6.72	5.15	6.17
New Reported Workers' Compensation Claims	0.00	0.00	0.00	0.00	0.00	●	0.00	0.00	0.00
	0.73%	0.52%	0.70%	2.00%	0.96%	●	0.87%	1.25%	1.17%
	22.06%	23.35%	20.29%	18.00%	20.33%	●	22.82%	20.34%	19.81%
In-Service On-time Performance - OnTime	77.22%	76.13%	79.01%	80.00%	78.71%	●	76.31%	78.41%	79.02%

- 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	Oct Month	Nov Month	Dec Month
<b>Division 1</b>									
Mean Miles Between Mechanical Failures	3,539	3,649	3,099	3,141	3,447	●	3,177	3,441	3,622
No. of unaddressed road calls	0	0	18	-	15	-	4	0	1
Mean Miles Between Total Road Calls (MMBTRC)**	1,915	2,077	2,058	2,083	2,665	●	2,684	2,756	3,100
Bus Traffic Accidents Per 100,000 Miles	3.71	3.94	4.18	4.02	4.53	●	8.39	4.34	4.03
Number of "482 alleged accidents"	23	25	42	-	26	-	7	4	4
Complaints per 100,000 Boardings	2.37	2.72	2.92	2.90	3.49	●	3.06	3.23	3.88
New Reported Workers' Compensation Claims	16.95	19.57	18.40	15.56	15.71	●	12.82	7.99	13.07
In-Service On-time Performance - Early	4.59%	4.54%	3.88%	2.00%	4.07%	●	3.57%	4.37%	4.70%
In-Service On-time Performance - Late	15.85%	17.69%	21.47%	18.00%	25.87%	●	27.88%	24.93%	26.50%
In-Service On-time Performance - OnTime	79.56%	77.77%	74.65%	80.00%	70.06%	●	68.55%	70.71%	68.80%
<b>Division 2</b>									
Mean Miles Between Mechanical Failures	2,993	3,151	3,481	3,469	4,681	●	4,431	4,440	5,702
No. of unaddressed road calls	8	1	2	-	1	-	0	0	0
Mean Miles Between Total Road Calls (MMBTRC)**	1,892	2,251	2,360	2,388	3,293	●	3,467	3,715	3,827
Bus Traffic Accidents Per 100,000 Miles	4.31	4.25	4.24	4.10	4.60	●	4.07	4.76	5.37
Number of "482 alleged accidents"	16	24	25	-	8	-	3	0	1
Complaints per 100,000 Boardings	2.04	2.40	2.20	2.14	2.30	●	2.75	2.26	1.71
New Reported Workers' Compensation Claims	20.29	21.72	20.68	19.90	25.31	●	29.53	33.78	16.57
In-Service On-time Performance - Early	5.24%	4.71%	4.96%	2.00%	5.02%	●	4.91%	5.47%	5.01%
In-Service On-time Performance - Late	20.74%	19.17%	20.79%	18.00%	22.52%	●	26.15%	22.76%	23.16%
In-Service On-time Performance - OnTime	74.02%	76.12%	74.26%	80.00%	72.45%	●	68.93%	71.77%	71.83%
<b>Division 3</b>									
Mean Miles Between Mechanical Failures	3,446	4,614	5,599	5,664	5,380	●	5,525	4,786	5,309
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	4,504	●	4,851	4,166	4,588
Bus Traffic Accidents Per 100,000 Miles	3.86	4.46	4.87	4.57	5.04	●	6.37	4.80	4.97
Number of "482 alleged accidents"	28	7	2	-	2	-	0	0	0
Complaints per 100,000 Boardings	3.22	3.70	3.81	3.75	4.07	●	3.65	4.23	4.89
New Reported Workers' Compensation Claims	13.24	15.09	14.16	12.21	17.39	●	16.03	16.56	21.43
In-Service On-time Performance - Early	5.18%	6.18%	5.64%	2.00%	4.93%	●	4.59%	4.99%	5.46%
In-Service On-time Performance - Late	18.72%	18.69%	19.95%	18.00%	22.01%	●	25.83%	22.81%	21.84%
In-Service On-time Performance - OnTime	76.10%	75.12%	74.41%	80.00%	73.06%	●	69.58%	72.20%	72.70%
<b>Division 5</b>									
Mean Miles Between Mechanical Failures	3,428	3,954	5,383	5,428	5,949	●	5,954	6,489	7,015
No. of unaddressed road calls	0	3	3	-	0	-	0	0	0
Mean Miles Between Total Road Calls (MMBTRC)**	2,211	2,731	3,838	3,878	4,470	●	4,668	5,344	6,185
Bus Traffic Accidents Per 100,000 Miles	4.49	4.81	4.68	4.74	4.69	●	4.11	7.15	4.52
Number of "482 alleged accidents"	36	37	37	-	16	-	3	3	0
Complaints per 100,000 Boardings	2.41	2.92	2.84	2.82	3.34	●	4.04	3.45	3.32
New Reported Workers' Compensation Claims	21.74	17.88	17.28	16.13	19.08	●	20.60	22.16	18.36
In-Service On-time Performance - Early	5.78%	6.05%	5.05%	2.00%	4.81%	●	4.56%	5.57%	5.92%
In-Service On-time Performance - Late	18.33%	19.11%	20.62%	18.00%	22.08%	●	25.94%	23.19%	22.26%
In-Service On-time Performance - OnTime	75.89%	74.84%	74.32%	80.00%	73.12%	●	69.49%	71.24%	71.83%

● 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	Oct Month	Nov Month	Dec Month
<b>Division 6</b>									
Mean Miles Between Mechanical Failures	11,013	7,017	10,370	10,689	11,087	●	8,761	10,312	39,059
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	●	4,380	4,583	7,812
Bus Traffic Accidents Per 100,000 Miles	7.08	4.75	5.14	5.12	5.01	●	4.15	7.27	7.68
Number of "482 alleged accidents"	0	1	3	-	2	-	0	0	0
Complaints per 100,000 Boardings	2.34	4.29	5.34	5.05	6.14	●	9.26	5.58	0.00
New Reported Workers' Compensation Claims	11.46	35.33	20.22	20.15	19.18	●	17.18	19.05	44.15
In-Service On-time Performance - Early	4.43%	7.83%	4.56%	2.00%	4.89%	●	4.85%	7.38%	6.86%
In-Service On-time Performance - Late	20.31%	16.73%	23.34%	18.00%	26.84%	●	27.69%	28.28%	27.10%
In-Service On-time Performance - OnTime	75.26%	75.44%	72.10%	80.00%	68.27%	●	67.47%	64.35%	66.04%
<b>Division 7</b>									
Mean Miles Between Mechanical Failures	3,394	3,453	5,913	6,027	4,932	●	4,568	4,835	5,174
No. of unaddressed road calls	0	2	2	-	0	-	0	0	0
Mean Miles Between Total Road Calls (MMBTRC)	1,980	2,423	4,218	4,316	3,726	●	3,588	3,646	3,936
Bus Traffic Accidents Per 100,000 Miles	4.06	4.60	4.69	4.50	5.09	●	6.26	4.90	3.73
Number of "482 alleged accidents"	27	12	12	-	9	-	2	4	1
Complaints per 100,000 Boardings	3.13	3.32	3.28	3.23	3.43	●	3.45	3.95	3.62
New Reported Workers' Compensation Claims	12.82	13.74	11.38	11.00	11.77	●	16.83	13.17	12.44
In-Service On-time Performance - Early	4.95%	5.32%	4.28%	2.00%	3.96%	●	3.85%	4.39%	4.94%
In-Service On-time Performance - Late	23.09%	22.71%	24.09%	18.00%	25.42%	●	28.65%	26.38%	24.60%
In-Service On-time Performance - OnTime	71.96%	71.98%	71.64%	80.00%	70.63%	●	67.50%	69.24%	70.46%
<b>Division 8</b>									
Mean Miles Between Mechanical Failures	5,957	5,292	5,623	5,766	5,558	●	5,527	5,437	5,011
No. of unaddressed road calls	2	21	0	-	6	-	1	0	1
Mean Miles Between Total Road Calls (MMBTRC)	4,348	4,717	4,975	5,051	4,770	●	4,589	4,561	4,708
Bus Traffic Accidents Per 100,000 Miles	2.14	1.88	2.01	2.05	2.29	●	3.29	2.09	2.00
Number of "482 alleged accidents"	9	10	8	-	8	-	3	0	1
Complaints per 100,000 Boardings	3.77	4.30	3.42	3.35	4.12	●	3.98	4.77	3.62
New Reported Workers' Compensation Claims	14.80	18.34	17.98	17.88	19.92	●	16.50	23.03	18.88
In-Service On-time Performance - Early	3.95%	3.97%	3.21%	2.00%	2.81%	●	2.41%	3.31%	3.39%
In-Service On-time Performance - Late	16.23%	12.38%	12.05%	18.00%	13.13%	●	15.00%	13.52%	13.26%
In-Service On-time Performance - OnTime	79.82%	83.85%	84.74%	80.00%	84.06%	●	82.60%	83.17%	83.35%
<b>Division 9</b>									
Mean Miles Between Mechanical Failures	5,109	4,366	5,141	5,091	6,534	●	6,649	6,095	5,938
No. of unaddressed road calls	2	4	0	-	12	-	2	3	1
Mean Miles Between Total Road Calls (MMBTRC)	4,100	4,100	4,104	4,115	4,588	●	4,718	4,794	4,078
Bus Traffic Accidents Per 100,000 Miles	2.30	2.23	2.23	2.17	2.58	●	3.32	2.82	2.53
Number of "482 alleged accidents"	17	25	12	-	2	-	0	0	0
Complaints per 100,000 Boardings	5.08	5.33	5.88	5.86	5.94	●	8.38	5.75	6.62
New Reported Workers' Compensation Claims	18.34	25.80	24.72	23.94	21.71	●	18.85	15.43	16.74
In-Service On-time Performance - Early	4.35%	5.65%	5.01%	2.00%	4.04%	●	3.44%	3.86%	4.86%
In-Service On-time Performance - Late	19.61%	18.80%	19.98%	18.00%	20.42%	●	23.28%	21.68%	20.42%
In-Service On-time Performance - OnTime	76.04%	75.55%	75.00%	80.00%	75.54%	●	73.31%	74.47%	74.72%

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- 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	Oct Month	Nov Month	Dec Month
<b>Division 10</b>									
Mean Miles Between Mechanical Failures	2,999	2,931	2,961	2,995	3,477	●	3,550	3,649	4,007
No. of unaddressed road calls	0	5	2	-	2	●	0	0	0
Mean Miles Between Total Road Calls (MMBTRC)	1,947	2,145	2,343	2,373	2,586	●	2,399	2,803	3,222
Bus Traffic Accidents Per 100,000 Miles	4.82	3.92	4.61	4.57	5.34	●	4.72	6.72	4.99
Number of "482 alleged accidents"	10	20	29	-	10	●	0	4	2
Complaints per 100,000 Boardings	2.59	2.93	2.95	2.89	2.89	●	3.26	3.09	2.46
New Reported Workers' Compensation Claims	18.73	16.74	24.23	24.12	16.25	●	13.92	9.37	8.40
In-Service On-time Performance - Early	4.54%	5.00%	4.12%	2.00%	4.04%	●	3.60%	4.13%	4.85%
In-Service On-time Performance - Late	23.70%	23.13%	24.39%	18.00%	25.17%	●	27.40%	25.07%	22.73%
In-Service On-time Performance - OnTime	71.76%	71.87%	71.49%	80.00%	70.79%	●	69.00%	70.80%	72.43%
<b>Division 15</b>									
Mean Miles Between Mechanical Failures	4,285	4,210	4,133	4,235	4,294	●	4,050	3,927	5,083
No. of unaddressed road calls	0	0	9	-	8	●	1	0	0
Mean Miles Between Total Road Calls (MMBTRC)	2,984	3,552	3,485	3,544	3,858	●	4,050	4,004	4,500
Bus Traffic Accidents Per 100,000 Miles	3.25	3.19	3.12	3.04	3.92	●	4.08	3.92	3.47
Number of "482 alleged accidents"	18	23	19	-	6	●	2	1	1
Complaints per 100,000 Boardings	3.26	4.27	4.47	4.46	4.61	●	5.08	4.68	5.18
New Reported Workers' Compensation Claims	12.97	13.26	13.50	12.90	12.44	●	12.52	24.34	10.38
In-Service On-time Performance - Early	3.68%	4.19%	3.71%	2.00%	3.84%	●	3.69%	4.12%	4.60%
In-Service On-time Performance - Late	18.86%	17.71%	18.74%	18.00%	21.34%	●	25.09%	22.20%	20.87%
In-Service On-time Performance - OnTime	77.46%	78.10%	77.55%	80.00%	74.82%	●	71.23%	73.68%	74.54%
<b>Division 18</b>									
Mean Miles Between Mechanical Failures	3,712	4,425	5,168	5,185	4,817	●	5,283	3,757	4,738
No. of unaddressed road calls	1	3	1	-	1	●	0	0	1
Mean Miles Between Total Road Calls (MMBTRC)	2,024	2,558	3,176	3,206	3,354	●	3,855	3,278	3,848
Bus Traffic Accidents Per 100,000 Miles	4.04	3.43	4.12	4.03	4.70	●	5.49	5.15	3.90
Number of "482 alleged accidents"	30	35	41	-	15	●	1	3	2
Complaints per 100,000 Boardings	3.79	4.45	4.31	4.27	3.92	●	4.85	4.10	3.85
New Reported Workers' Compensation Claims	19.28	19.15	15.30	14.90	13.61	●	20.11	12.57	11.98
In-Service On-time Performance - Early	4.82%	4.99%	4.00%	2.00%	3.77%	●	3.41%	4.42%	4.51%
In-Service On-time Performance - Late	20.97%	20.14%	24.37%	18.00%	25.53%	●	30.16%	28.30%	24.09%
In-Service On-time Performance - OnTime	74.21%	74.87%	71.63%	80.00%	70.70%	●	66.43%	67.29%	71.40%
<b>Division 95</b>									
Mean Miles Between Mechanical Failures	0	14,936	18,327	7,500	41,132	●	31,456	34,764	186,274
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	20,954	●	20,971	34,764	23,284
Bus Traffic Accidents Per 100,000 Miles	0.00	3.16	4.94	3.48	3.24	●	5.30	4.60	1.07
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	7.15	7.59	10.00	6.42	●	7.50	5.36	6.86
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%	0.59%	●	0.47%	0.59%	0.56%
In-Service On-time Performance - Late	22.63%	23.04%	19.90%	18.00%	20.72%	●	23.21%	21.28%	22.13%
In-Service On-time Performance - OnTime	76.89%	76.48%	79.83%	80.00%	78.69%	●	76.32%	78.13%	77.31%
<b>Division 97</b>									
Mean Miles Between Mechanical Failures	0	8,082	8,154	7,500	7,489	●	8,668	7,348	7,753
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	4,286	●	5,668	3,975	3,423
Bus Traffic Accidents Per 100,000 Miles	0.00	5.25	4.36	3.48	4.80	●	5.78	7.01	2.28
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	7.02	8.18	10.00	7.33	●	7.22	5.55	7.32
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%	0.76%	●	0.73%	1.10%	0.94%
In-Service On-time Performance - Late	22.83%	26.27%	23.32%	18.00%	21.22%	●	22.94%	19.00%	18.53%
In-Service On-time Performance - OnTime	76.37%	73.35%	75.85%	80.00%	78.02%	●	76.33%	79.90%	80.53%
<b>Division 98</b>									
Mean Miles Between Mechanical Failures	0	14,548	22,149	7,500	19,767	●	28,751	159,138	20,214
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	3,306	●	3,317	4,301	5,220
Bus Traffic Accidents Per 100,000 Miles	0.00	3.38	4.41	3.48	5.26	●	4.64	4.40	4.95
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	4.59	●	5.14	4.35	3.83
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%	1.49%	●	1.35%	2.03%	1.96%
In-Service On-time Performance - Late	20.05%	19.12%	16.62%	18.00%	19.02%	●	22.36%	21.02%	19.18%
In-Service On-time Performance - OnTime	79.02%	80.09%	82.47%	80.00%	79.48%	●	76.29%	76.95%	78.86%

\*Data not available for Purchased Transportation

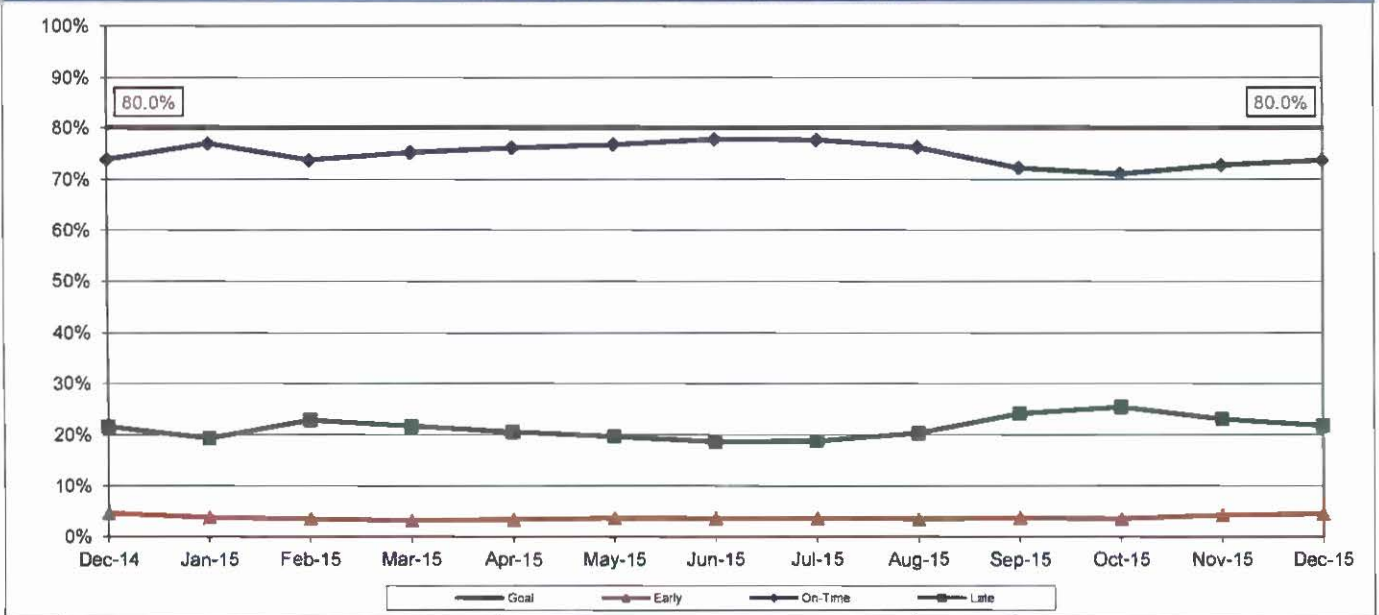
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## BUS SERVICE PERFORMANCE IN-SERVICE ON-TIME PERFORMANCE

**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).

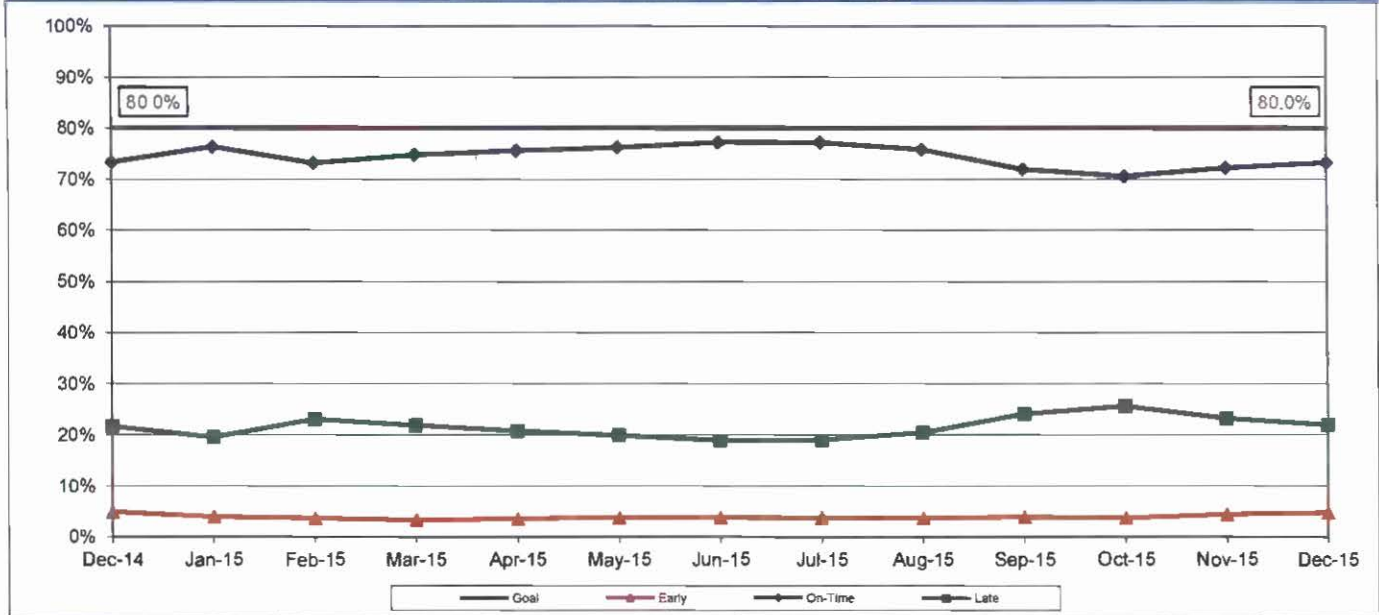
**Calculation:** ISOTP%: Early = Early Cases/Total Cases; OnTime = OnTime Cases/Total Cases; Late = Late Cases/Total Cases

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



Remaining Above the Goal line is the target.

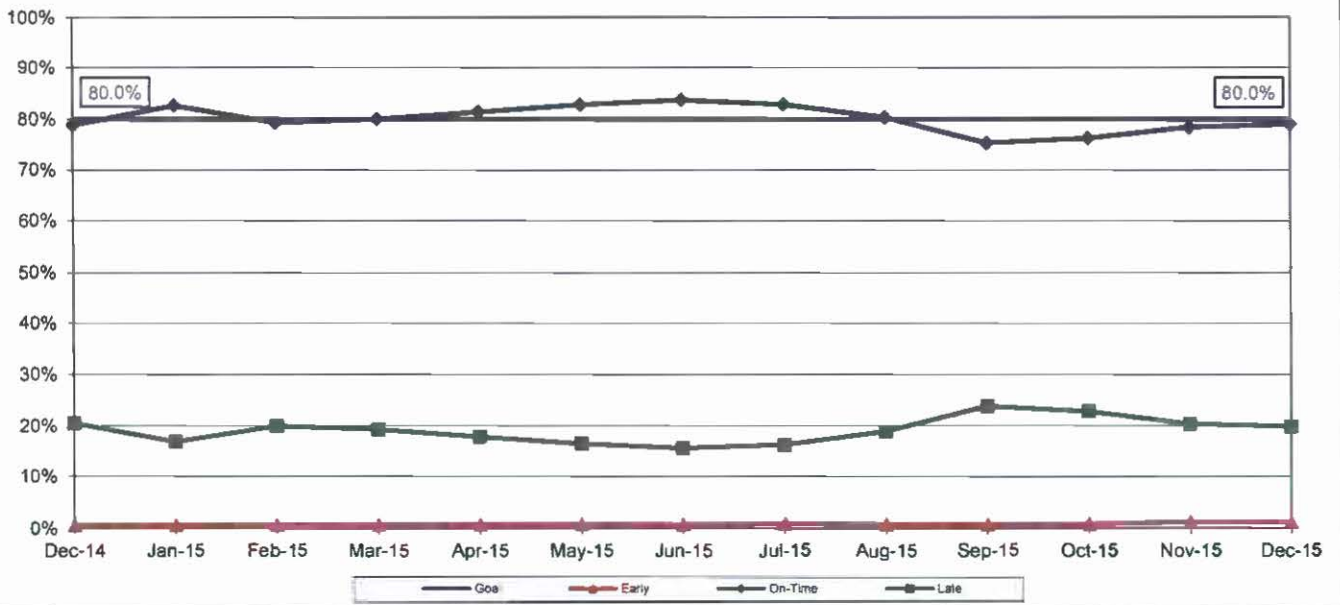
### Directly Operated ISOTP - 1 Minute Tolerance for Running Hot



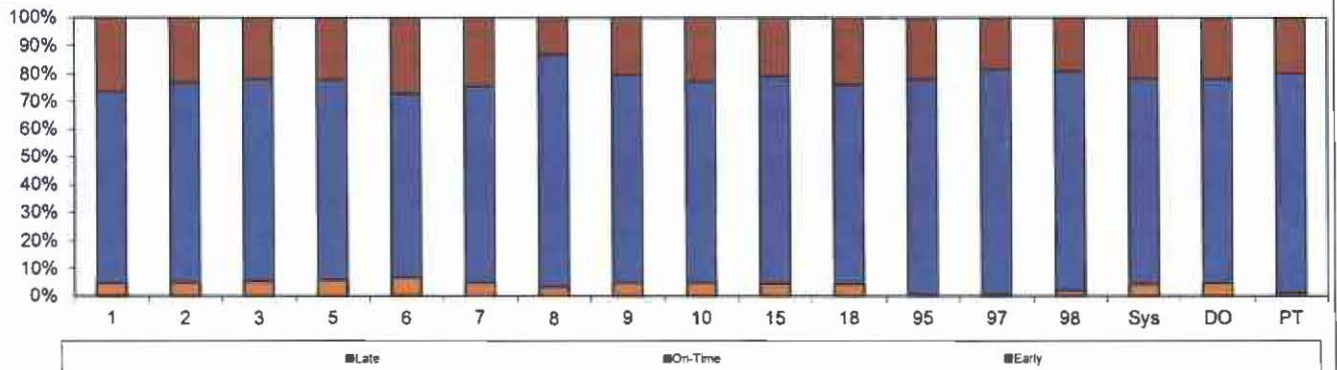
Remaining Above the Goal line is the target.



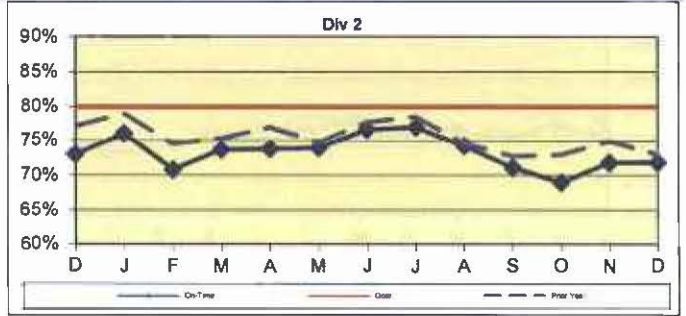
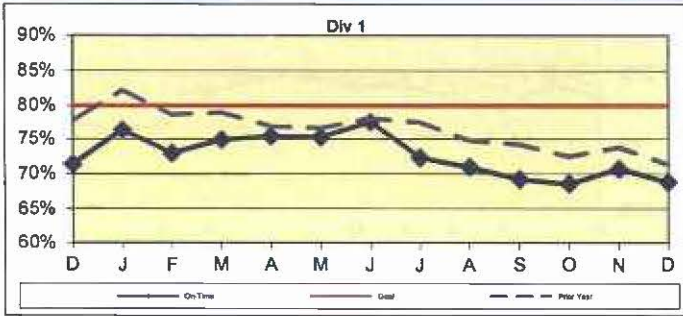
Purchased Transportation  
ISOTP - 1 Minute Tolerance for Running Hot



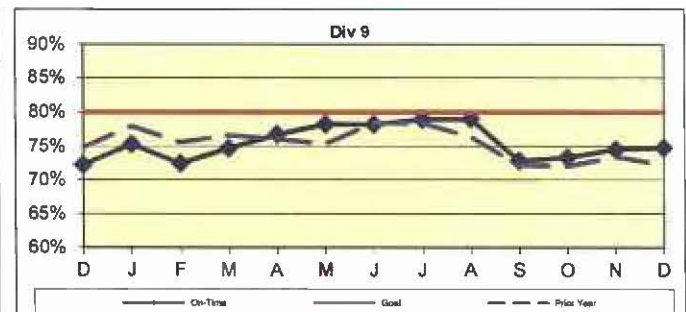
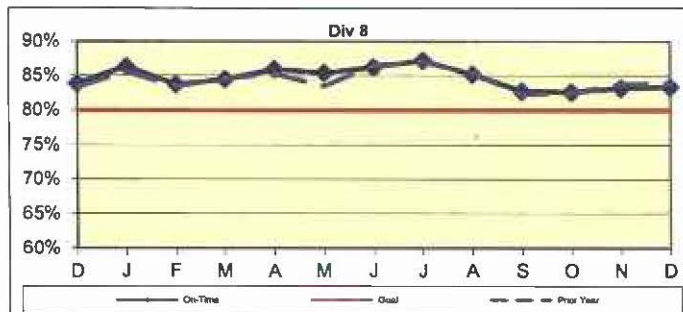
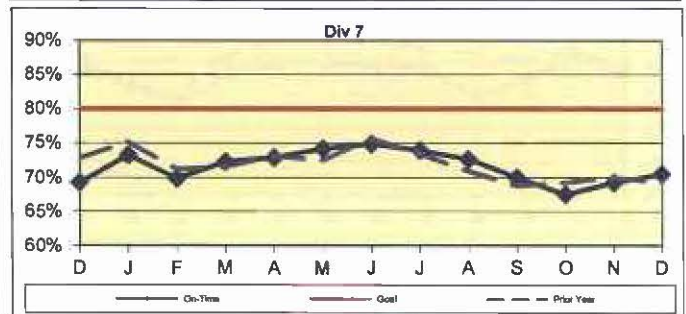
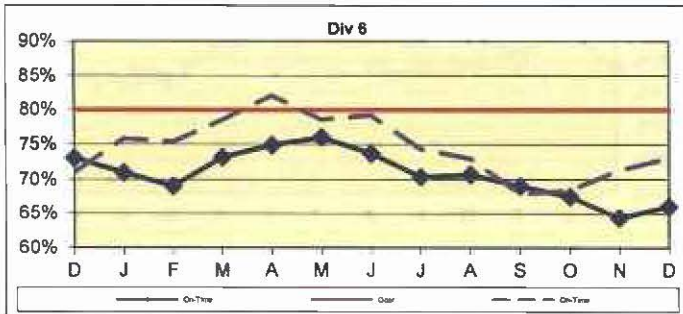
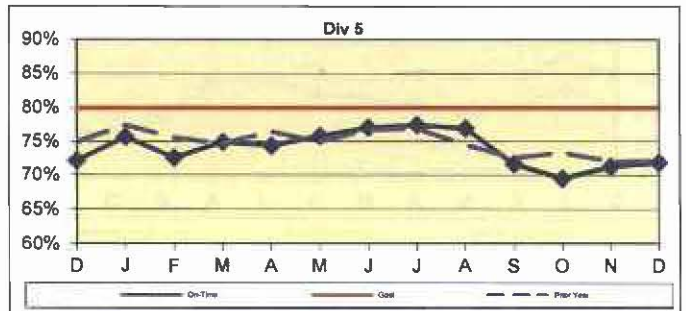
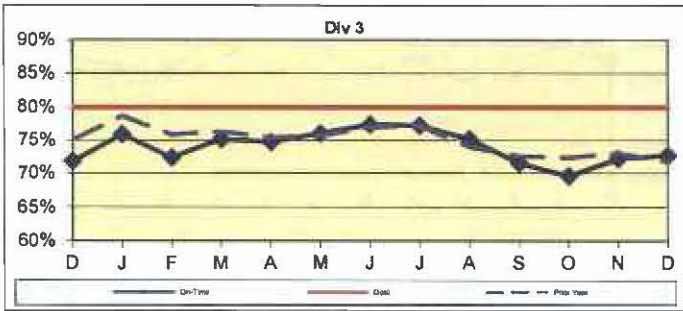
Bus Operating Divisions - Dec 2015

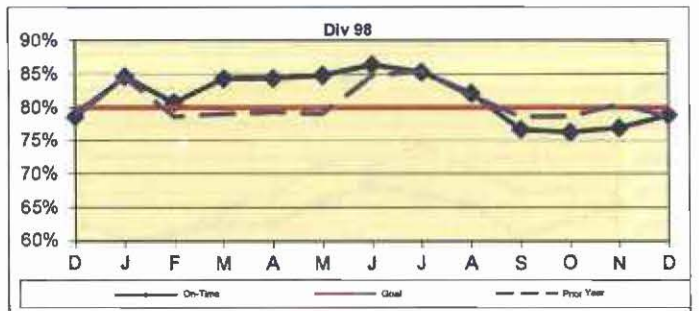
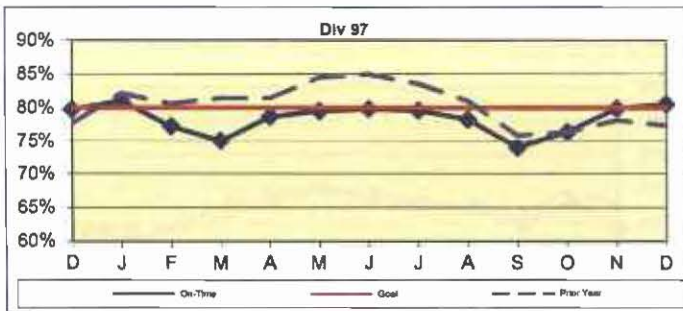
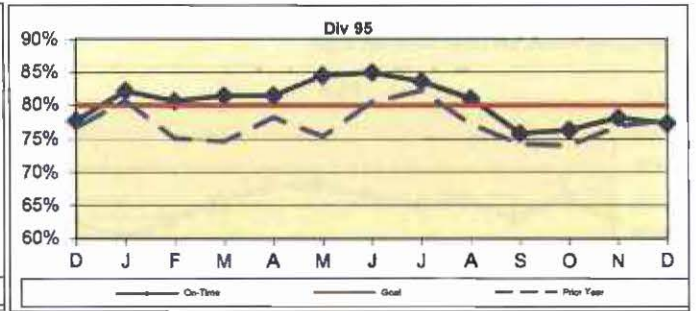
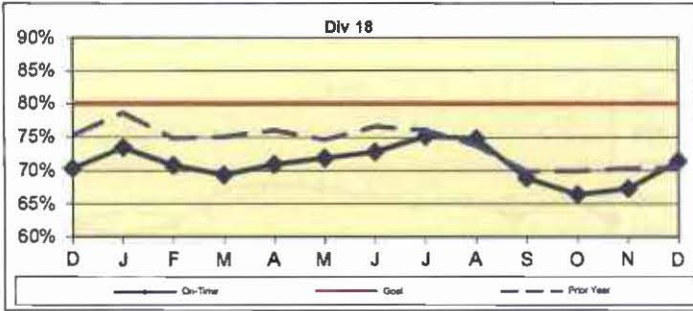
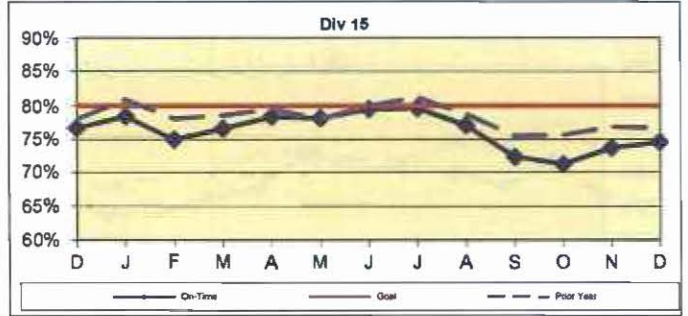
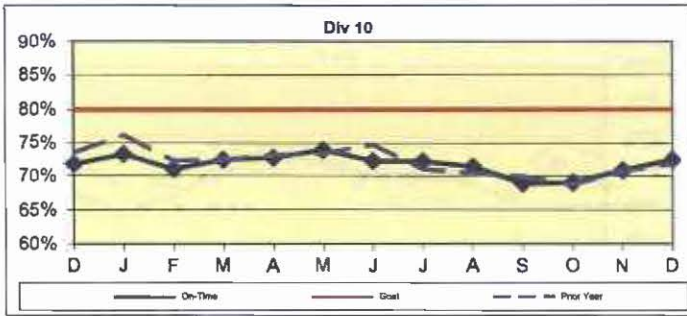


## ISOTP By Division



Remaining Above the Goal line is the target.







**ISOTP By Division**

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

	FY 2015	FY 2016 YTD	Variance
<b>Division 1</b>			
Early	3.88%	4.07%	0.19%
On-Time	74.65%	70.06%	-4.59%
Late	21.47%	25.87%	4.40%

<b>Division 2</b>			
Early	4.96%	5.02%	0.06%
On-Time	74.26%	72.45%	-1.80%
Late	20.79%	22.52%	1.74%

<b>Division 3</b>			
Early	5.64%	4.93%	-0.71%
On-Time	74.41%	73.06%	-1.35%
Late	19.95%	22.01%	2.06%

<b>Division 5</b>			
Early	5.05%	4.81%	-0.24%
On-Time	74.32%	73.12%	-1.20%
Late	20.62%	22.08%	1.45%

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

<b>Division 7</b>			
Early	4.28%	3.96%	-0.32%
On-Time	71.64%	70.63%	-1.01%
Late	24.09%	25.42%	1.33%

<b>DIRECTLY OPERATED</b>			
Early	4.29%	4.07%	-0.22%
On-Time	75.03%	73.55%	-1.48%
Late	20.68%	22.38%	1.70%

<b>Division 95</b>			
Early	0.27%	0.59%	0.32%
On-Time	79.83%	78.69%	-1.14%
Late	19.90%	20.72%	0.82%

<b>Division 98</b>			
Early	0.91%	1.49%	0.58%
On-Time	82.47%	79.48%	-2.99%
Late	16.62%	19.02%	2.41%

	FY 2015	FY 2016 YTD	Variance
<b>Division 8</b>			
Early	3.21%	2.81%	-0.40%
On-Time	84.74%	84.06%	-0.68%
Late	12.05%	13.13%	1.09%

<b>Division 9</b>			
Early	5.01%	4.04%	-0.97%
On-Time	75.00%	75.54%	0.54%
Late	19.98%	20.42%	0.44%

<b>Division 10</b>			
Early	4.12%	4.04%	-0.08%
On-Time	71.49%	70.79%	-0.70%
Late	24.39%	25.17%	0.78%

<b>Division 15</b>			
Early	3.71%	3.84%	0.13%
On-Time	77.55%	74.82%	-2.73%
Late	18.74%	21.34%	2.59%

<b>Division 18</b>			
Early	4.00%	3.77%	-0.23%
On-Time	7.16E-01	70.70%	-0.93%
Late	24.37%	25.53%	1.16%

<b>SYSTEMWIDE</b>			
Early	4.00%	3.83%	-0.17%
On-Time	75.35%	73.94%	-1.40%
Late	20.65%	22.23%	1.57%

<b>PURCHASED TRANSPORTATION</b>			
Early	0.70%	0.96%	0.27%
On-Time	79.01%	78.71%	-0.30%
Late	20.29%	20.33%	0.04%

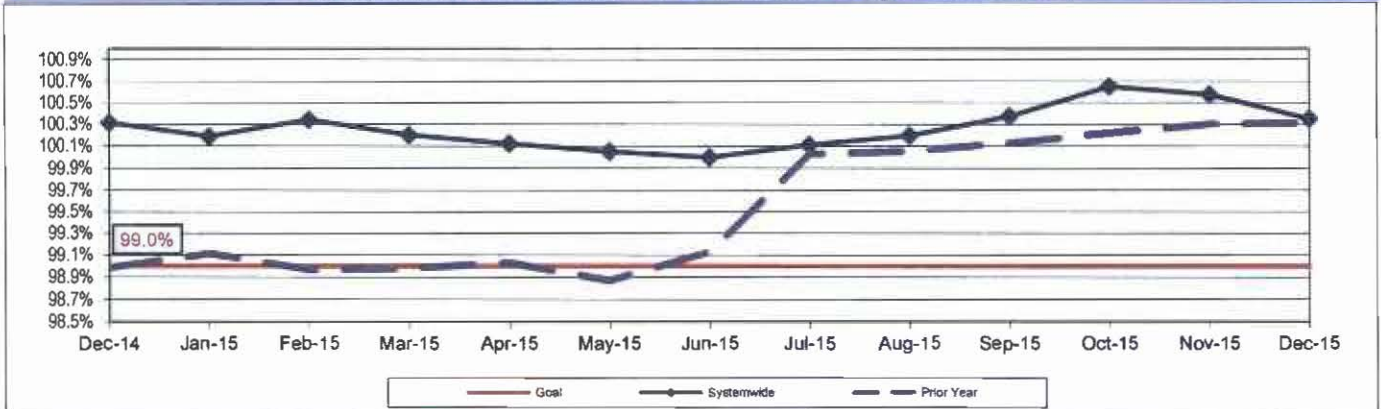
<b>Division 97</b>			
Early	0.82%	0.76%	-0.06%
On-Time	75.85%	78.02%	2.16%
Late	23.32%	21.22%	-2.11%

## 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.

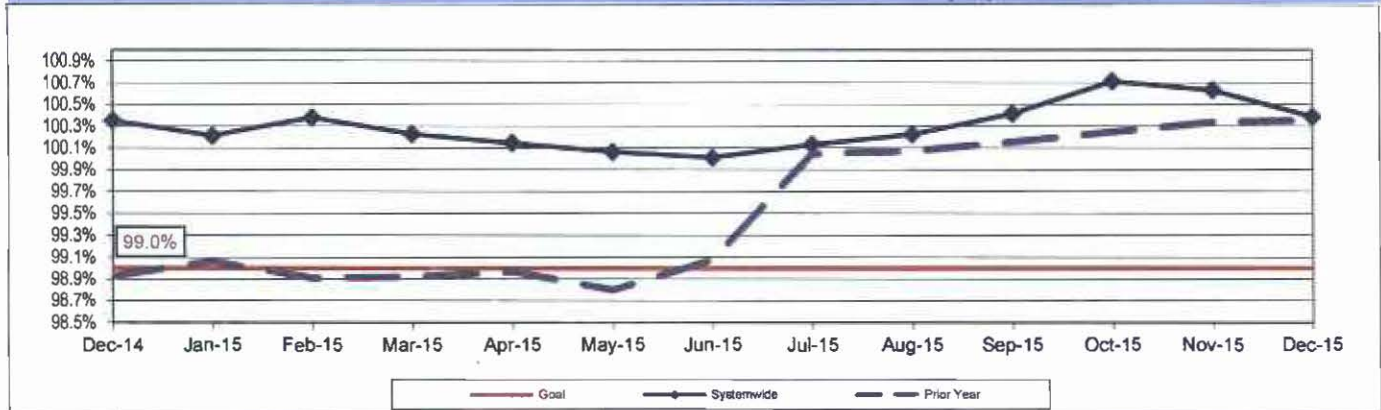
**Calculation:**  $SRHD\% = \text{Actual Revenue Hours} / \text{Scheduled Revenue Hours}$

### Actual To Scheduled Revenue Hours Delivered - Systemwide Trend



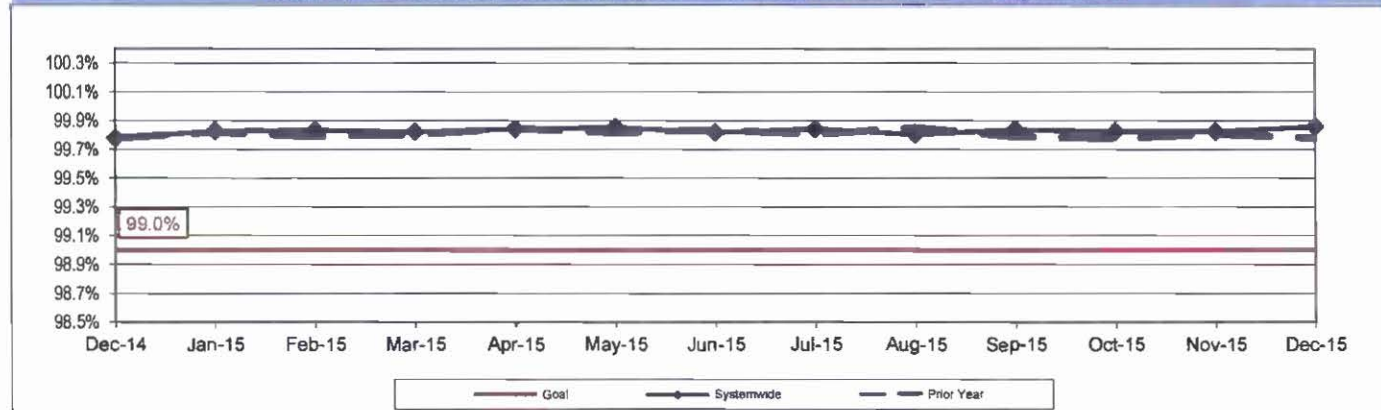
Remaining At the Goal line is the target.

### Actual To Scheduled Revenue Hours Delivered - Directly Operated



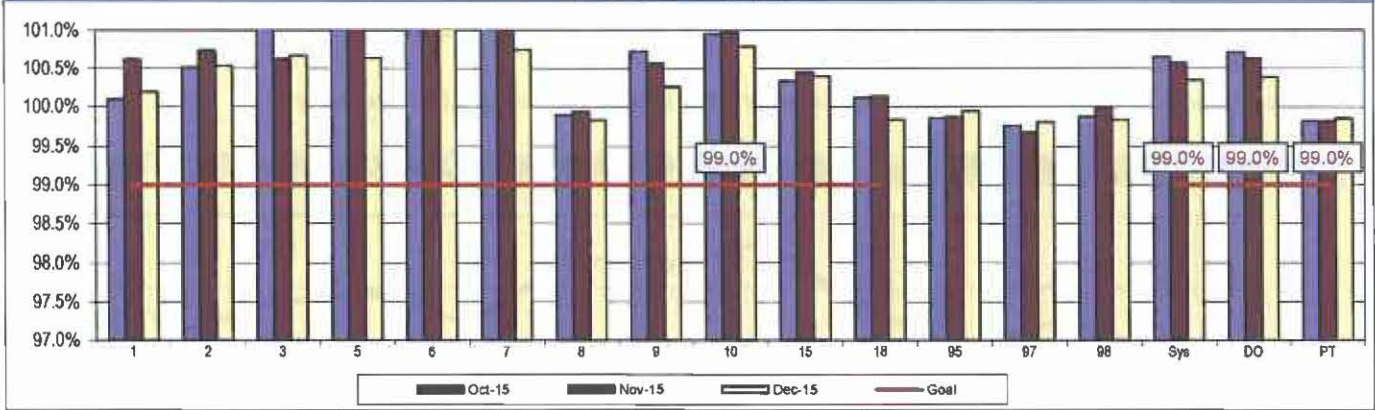
Remaining At the Goal line is the target.

### Actual To Scheduled Revenue Hours Delivered - Purchased Transportation



Remaining At the Goal line is the target.

**Actual To Scheduled Revenue Hours Delivered - by Divisions  
Oct 2015 - Dec 2015**





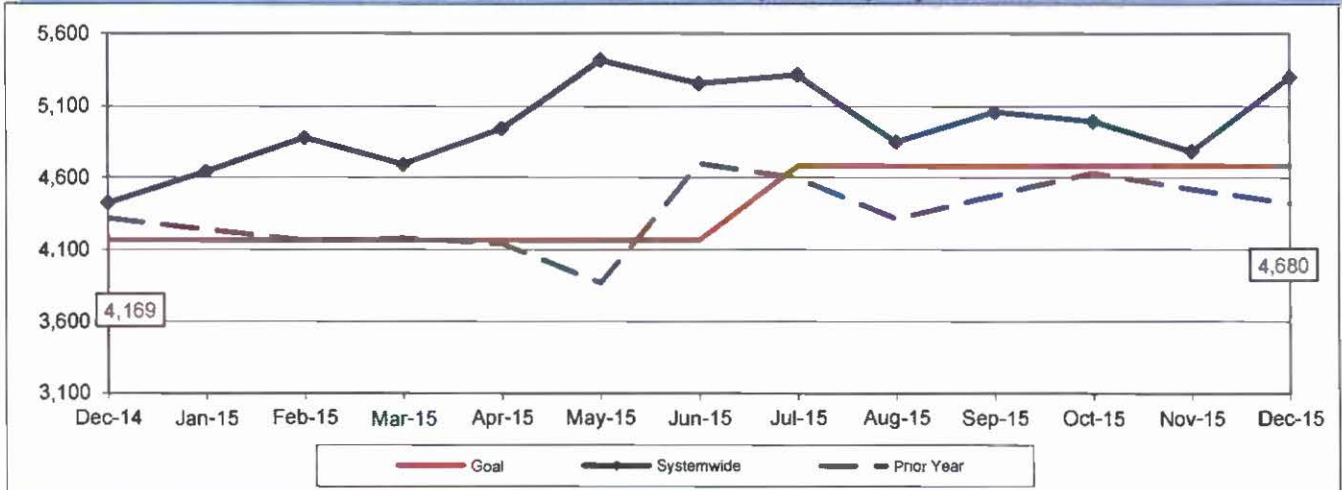
## BUS MAINTENANCE PERFORMANCE

### MEAN MILES BETWEEN MECHANICAL FAILURES (MMBMF)

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

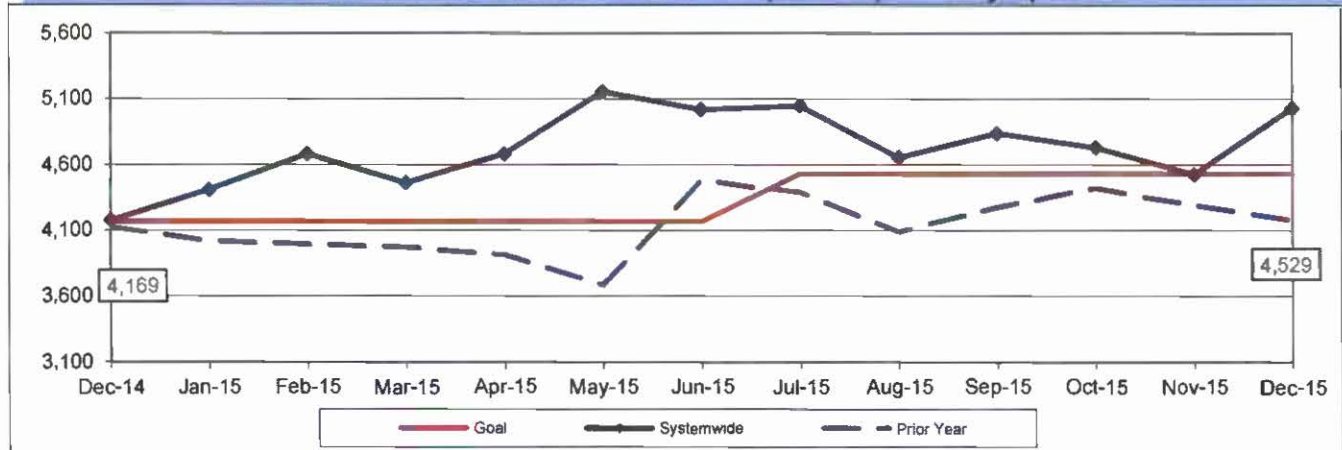
**Calculation:**  $MMBMF = \text{Total Hub Miles} / \text{Mechanical Failures Requiring a Bus Exchange}$

#### Mean Miles Between Mechanical Failures (MMBMF) - Systemwide Trend



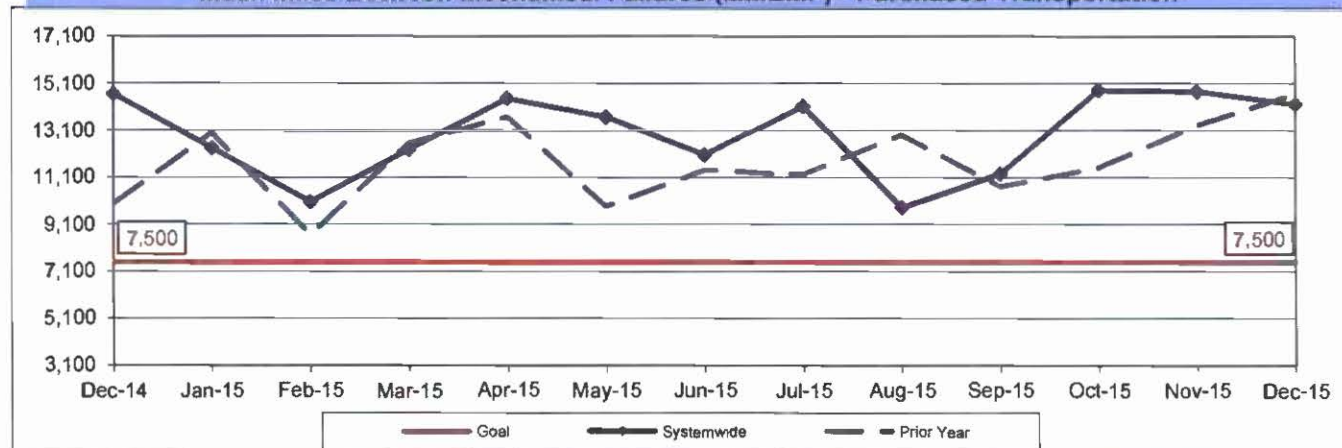
Remaining Above the Goal line is the target.

#### Mean Miles Between Mechanical Failures (MMBMF) - Directly Operated



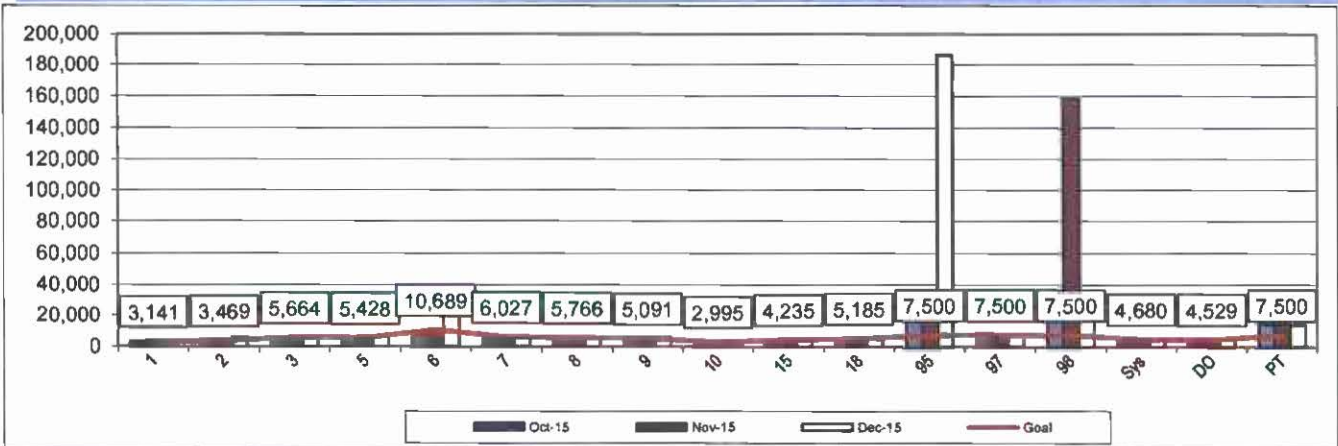
Remaining Above the Goal line is the target.

#### Mean Miles Between Mechanical Failures (MMBMF) - Purchased Transportation

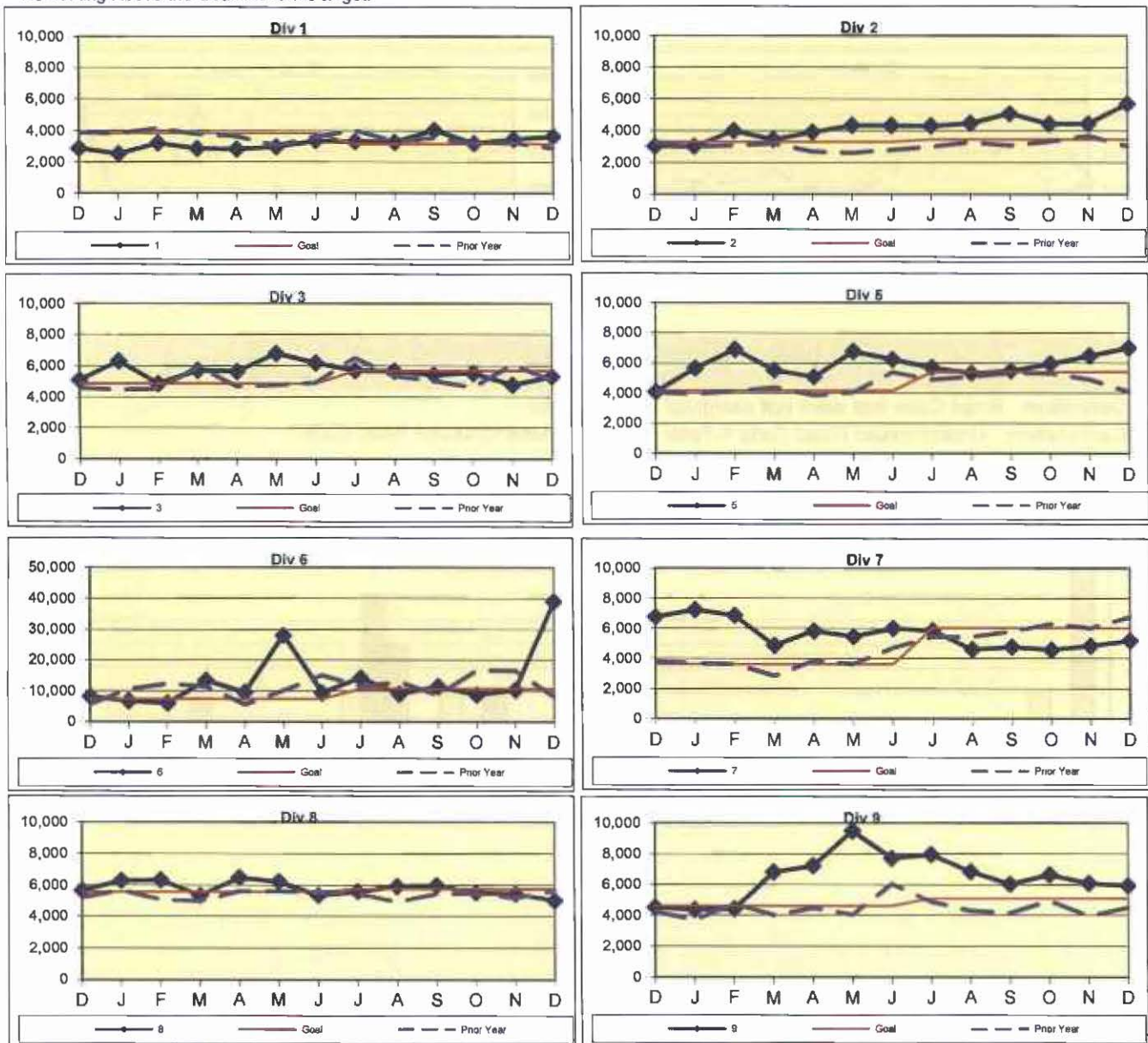


Remaining Above the Goal line is the target.

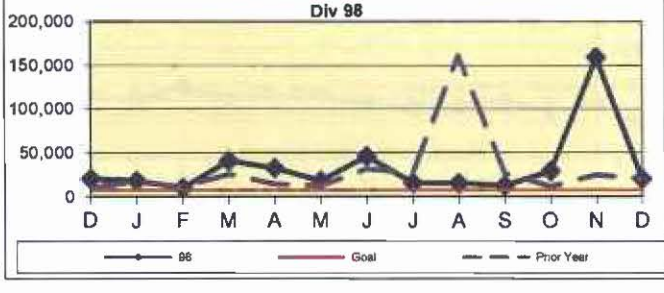
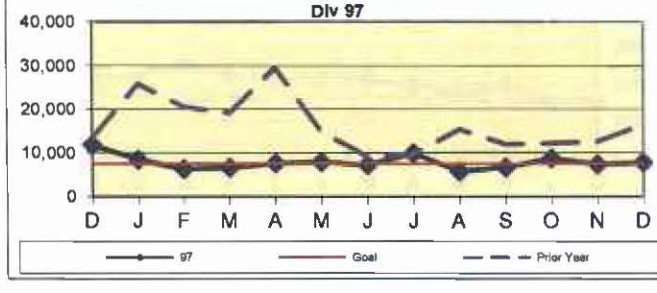
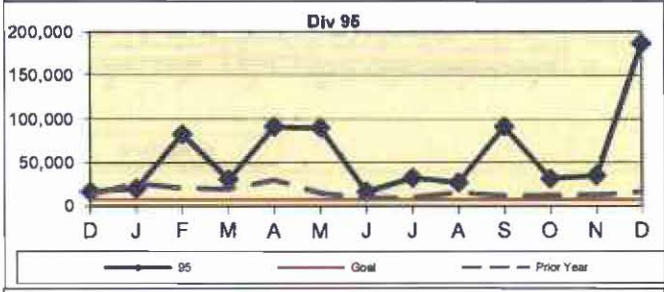
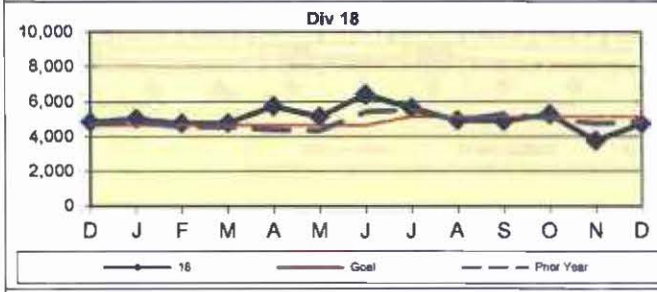
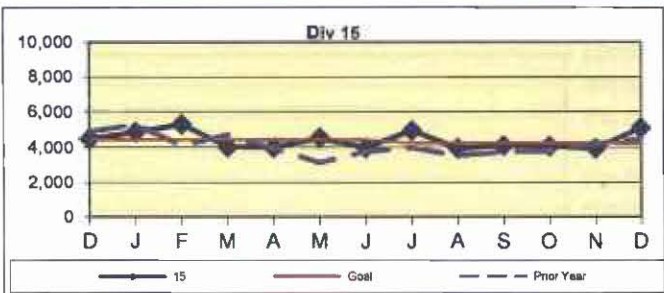
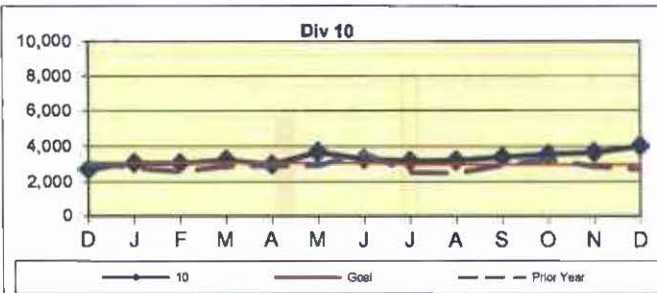
**Mean Miles Between Mechanical Failures (MMBMF) - Bus Operating Divisions  
Oct 2015 - Dec 2015**



Remaining Above the Goal line is the target.



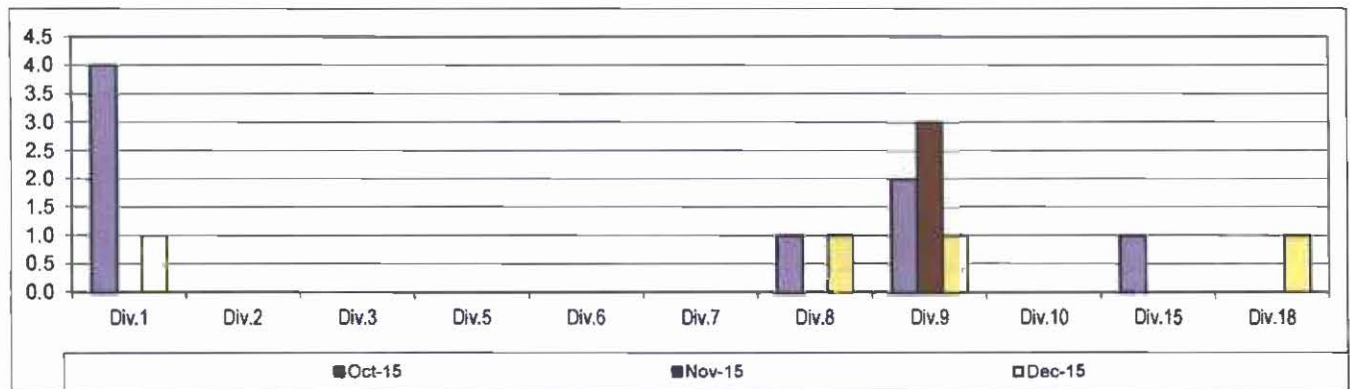




**Unaddressed Road Calls -- Bus Operating Divisions  
Oct 2015 - Dec 2015**

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

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

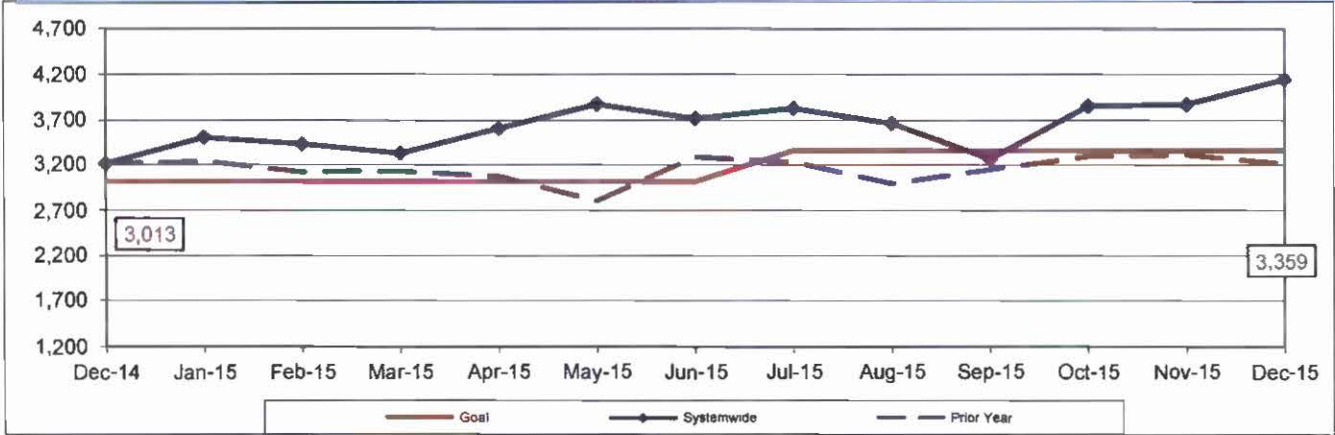


## MEAN MILES BETWEEN TOTAL ROAD CALLS (MMBTRC)

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

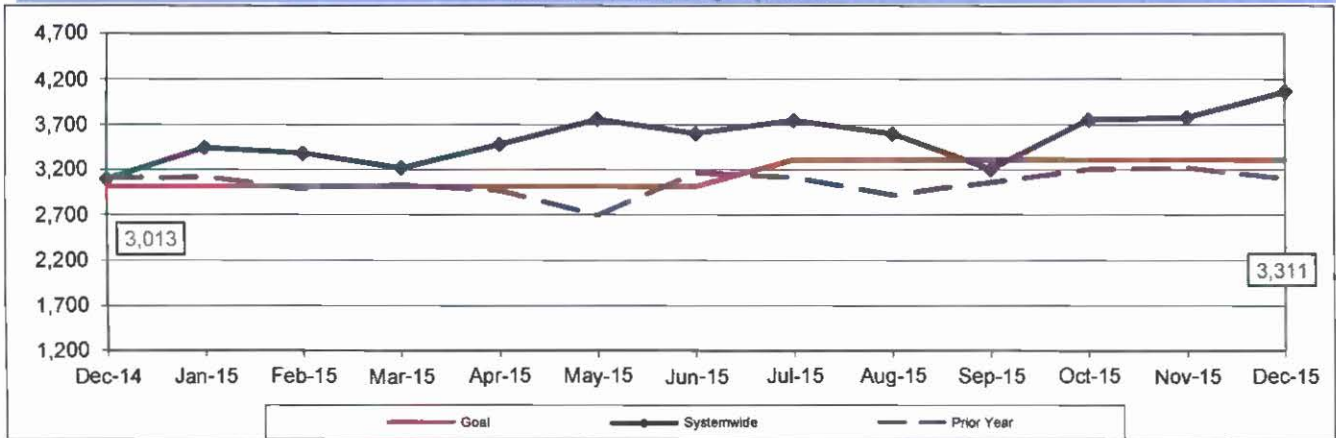
**Calculation:**  $MMBTRC = \text{Total Hub Miles} / \text{Total Road Calls}$

### MMBTRC Systemwide Trend



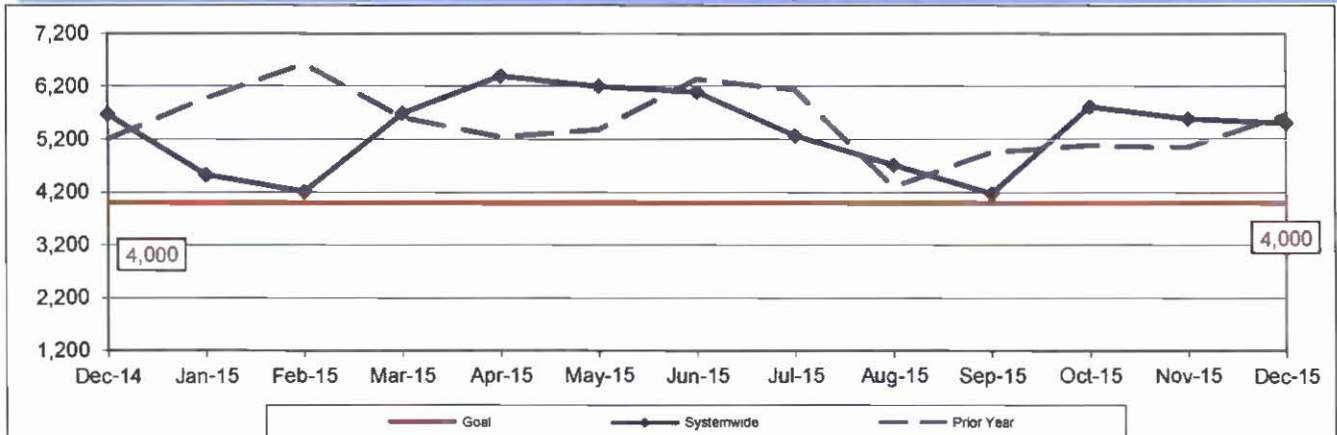
Remaining Above the Goal line is the target.

### MMBTRC Directly Operated



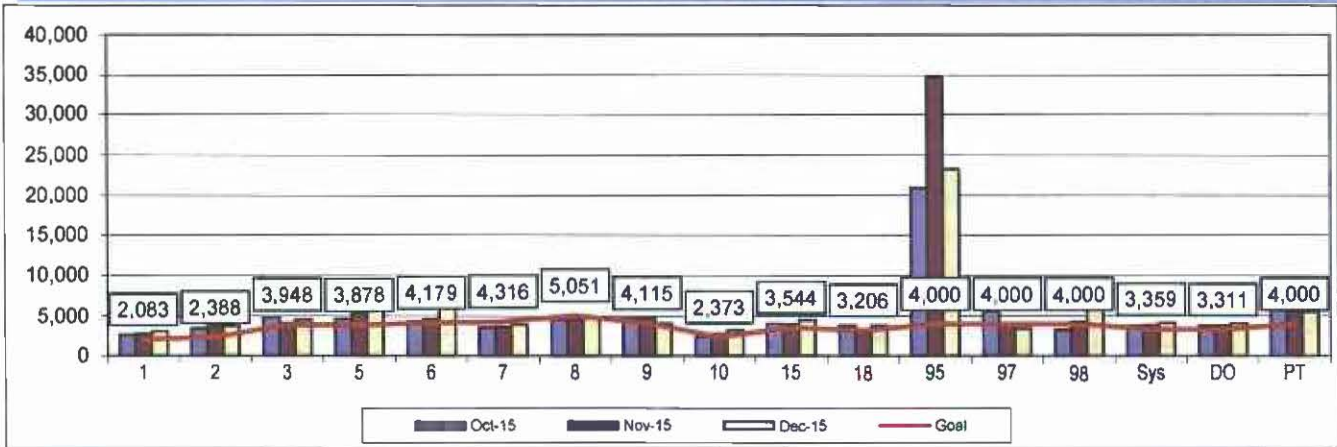
Remaining Above the Goal line is the target.

### MMBTRC Purchased Transportation



Remaining Above the Goal line is the target.

**MMBTRC -- Bus Operating Divisions  
Oct 2015 - Dec 2015**



**Fleet Mix by Fuel Type Systemwide (Including Contract Services)**

	<u>Number of Buses</u>	<u>Percent of Buses</u>
CNG	2,245	99.78%
Electric	5	0.22%
Diesel	0	0.00%
Gasoline	0	0.00%
Propane	0	0.00%
Hybrid	0	0.00%
<b>Total</b>	<u>2,250</u>	<u>100.00%</u>

**Average Age of Fleet by Divisions**

<b>Div 1</b>	<b>Div 2</b>	<b>Div 3</b>	<b>Div 5</b>	<b>Div 7</b>
6.26	7.61	5.76	5.55	4.76
<b>Div 8</b>	<b>Div 9</b>	<b>Div 10</b>	<b>Div 15</b>	<b>Div 18</b>
8.31	10.11	7.03	7.82	5.54

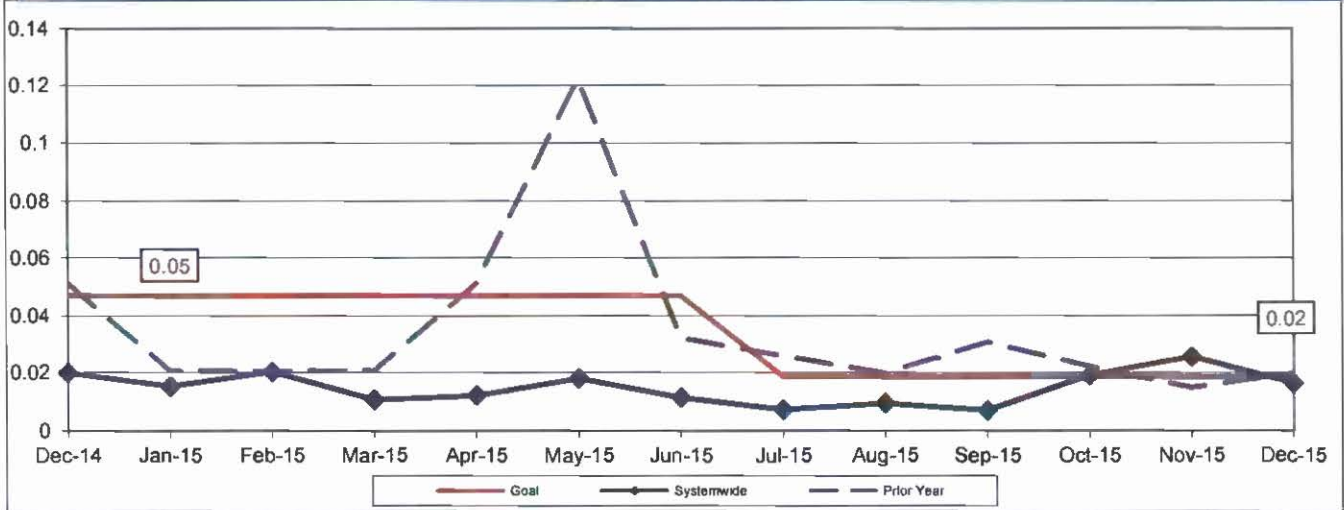


### PAST DUE CRITICAL PREVENTIVE MAINTENANCE PROGRAM JOBS (PMP's)

**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.

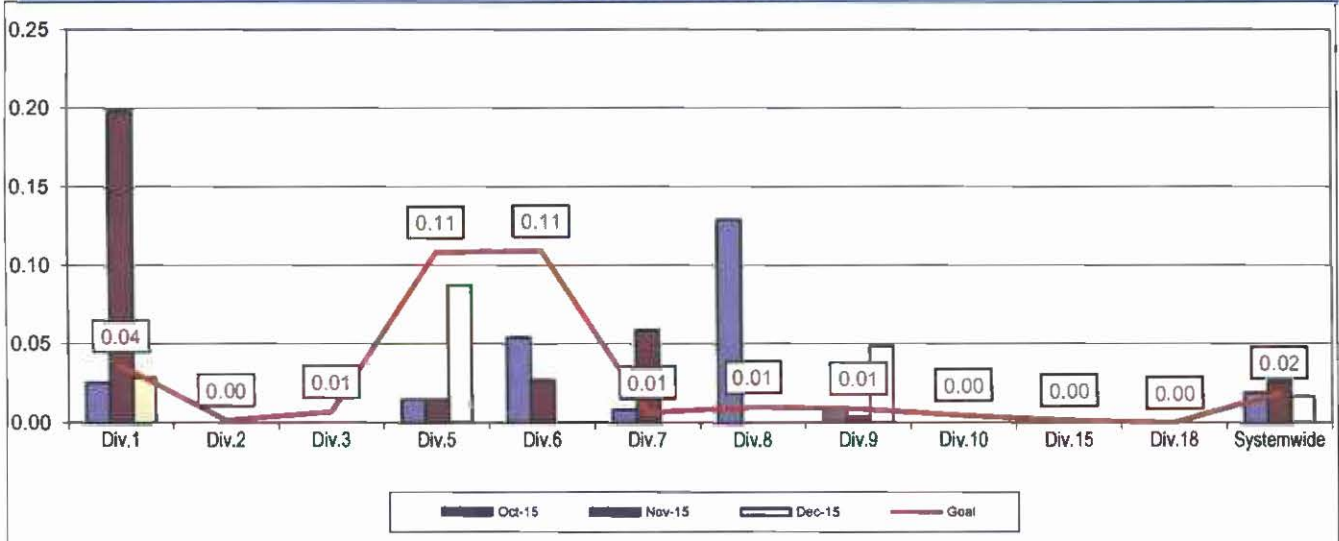
**Calculation:** Past Due Critical PMP's = Total Past Due Critical PMP's / Number of Buses

#### Systemwide Trend



Remaining Below the Goal line is the target.

#### Past Due Critical PMPs - by Divisions Oct 2015 - Dec 2015



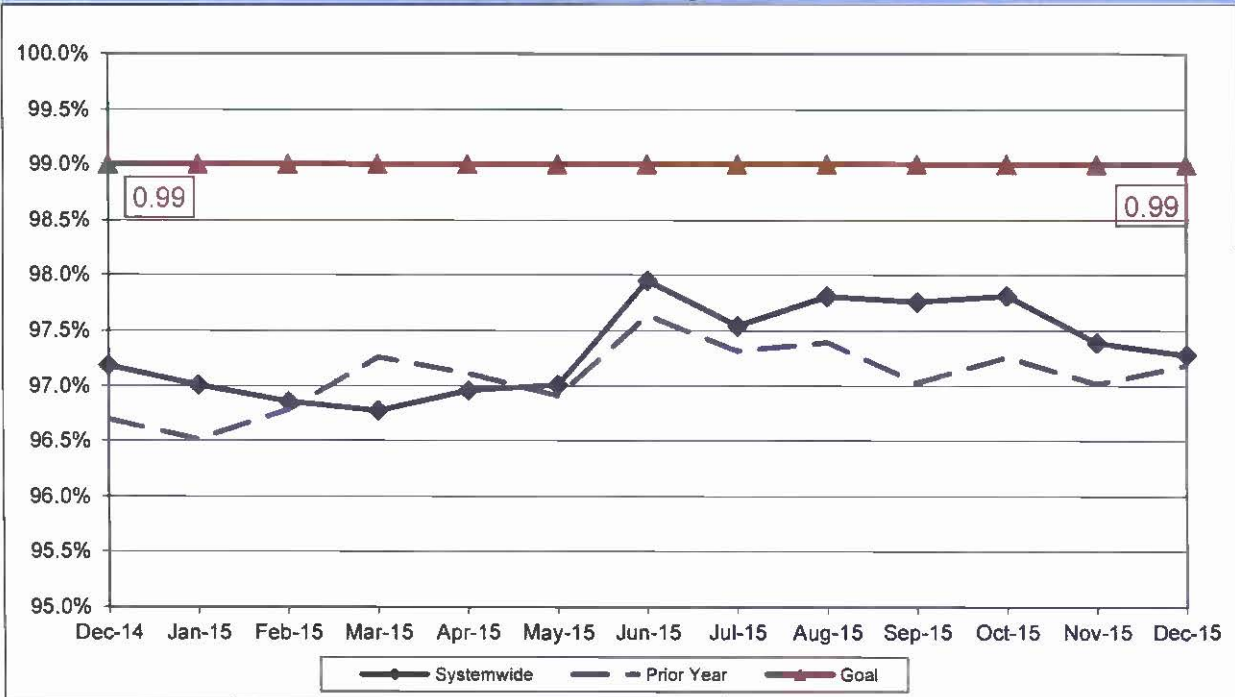
## ATTENDANCE

### MAINTENANCE ATTENDANCE

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

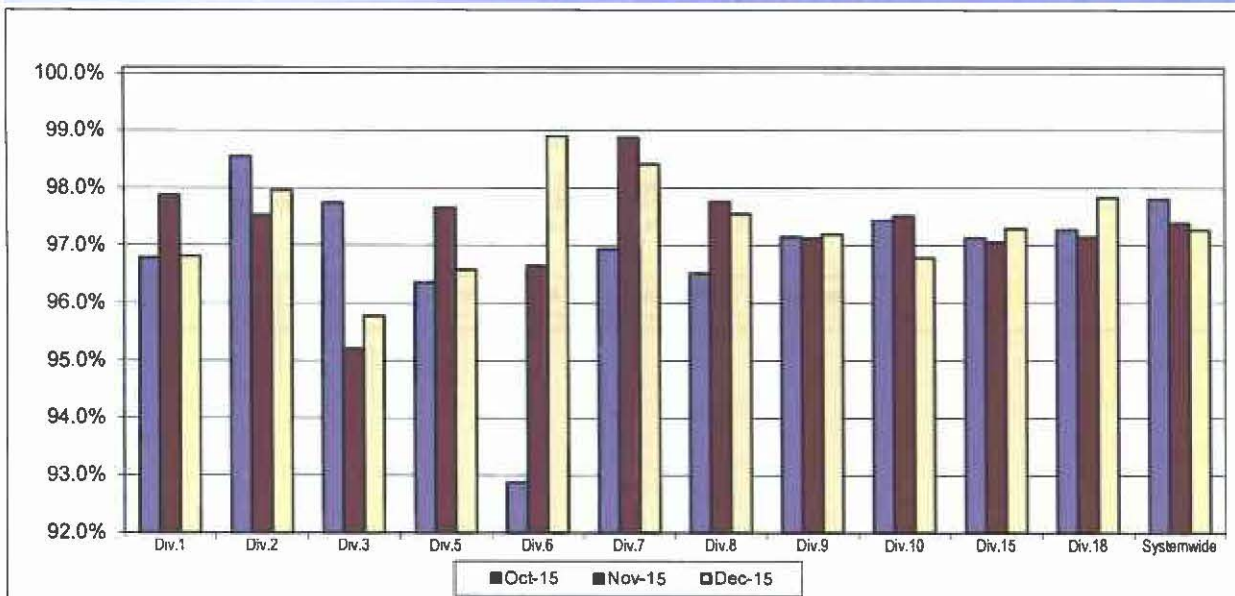
**Calculation:** Total FTEs assigned - FTEs absent / Total FTEs assigned

#### Maintenance Attendance - Systemwide Trend



Higher is better.

#### Maintenance Attendance - By Divisions Oct 2015 - Dec 2015

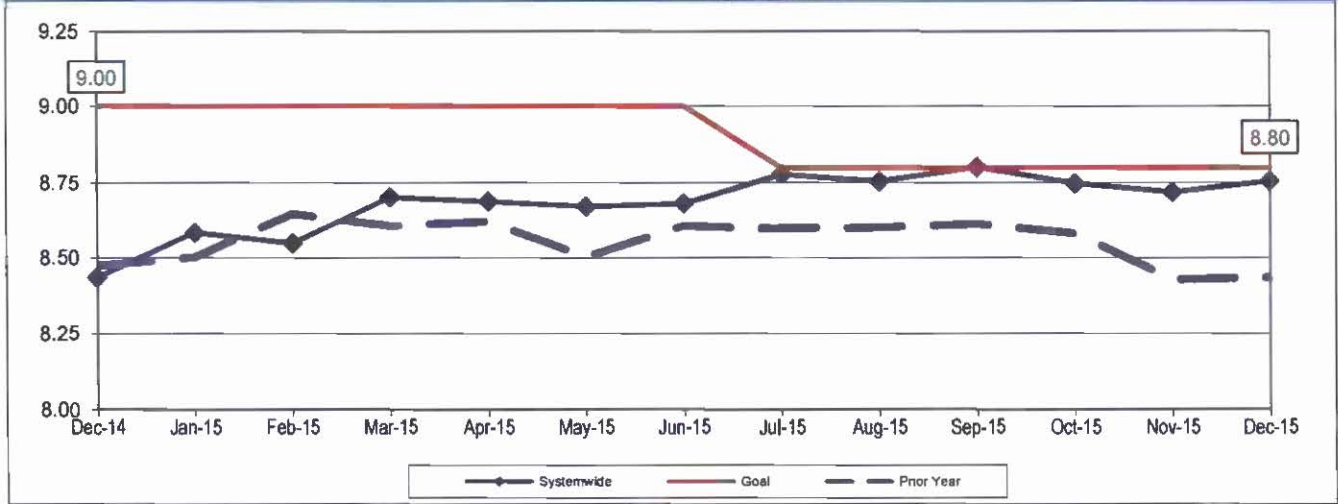


## BUS CLEANLINESS

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

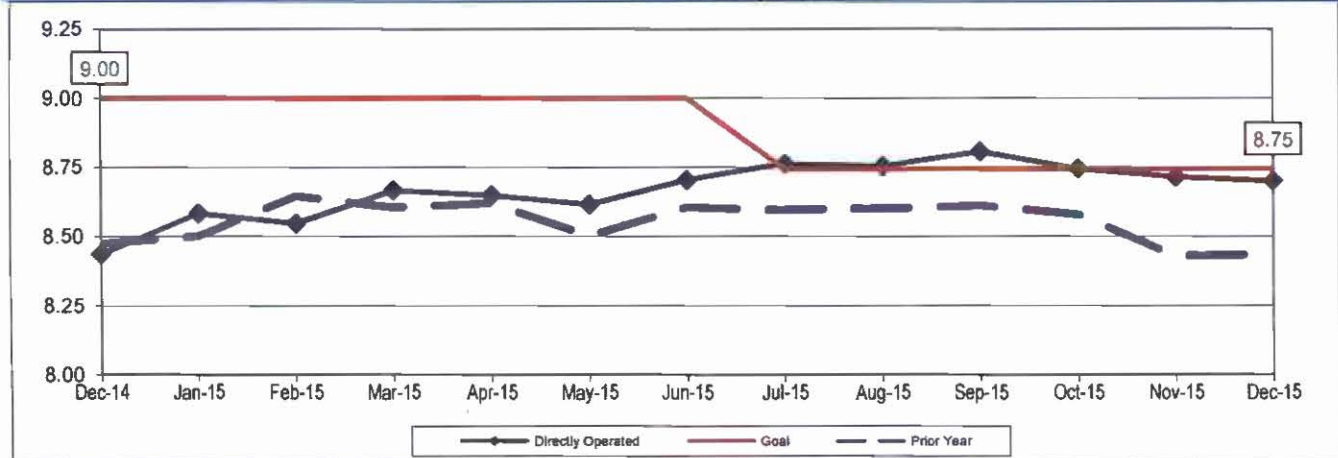
**Calculation:** Overall Cleanliness Rating = Total Points Accumulated / number of categories

### Bus Cleanliness - Systemwide



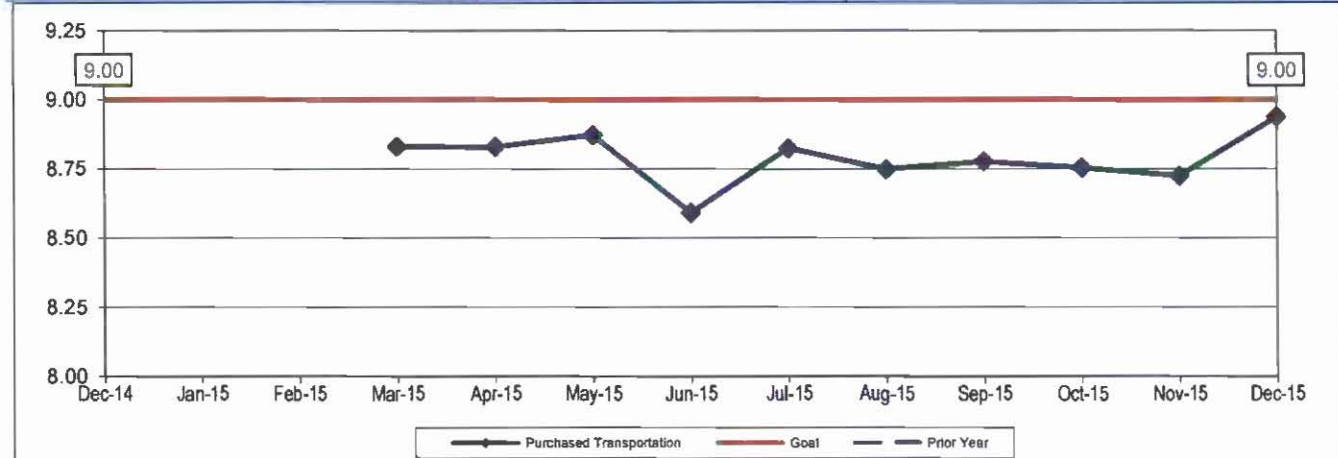
Remaining Above the Goal line is the target.

### Bus Cleanliness - Directly Operated



Remaining Above the Goal line is the target.

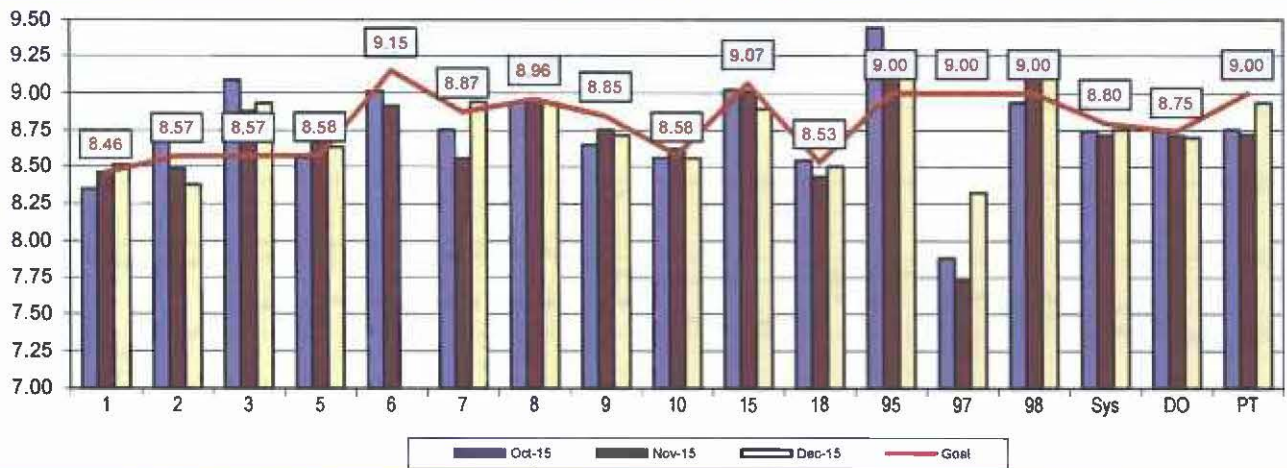
### Bus Cleanliness - Purchased Transportation



Remaining Above the Goal line is the target.

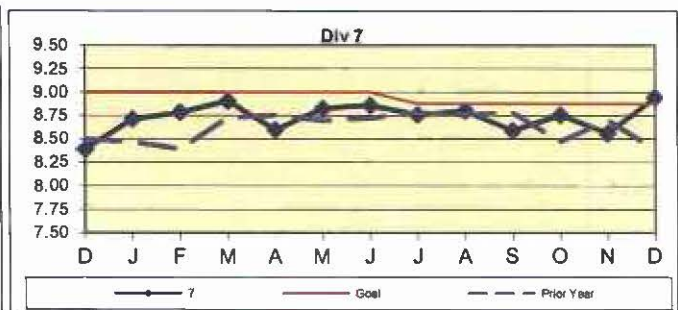
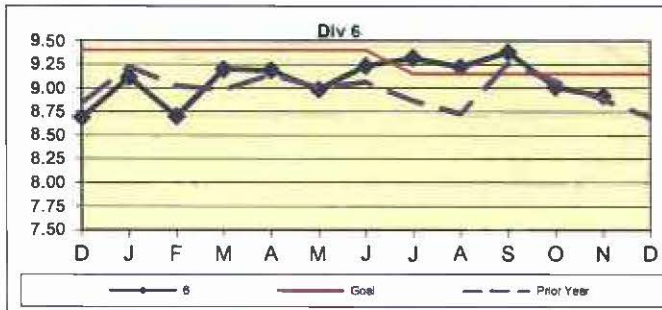
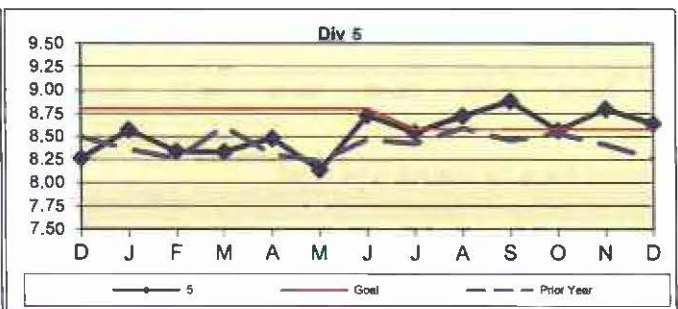
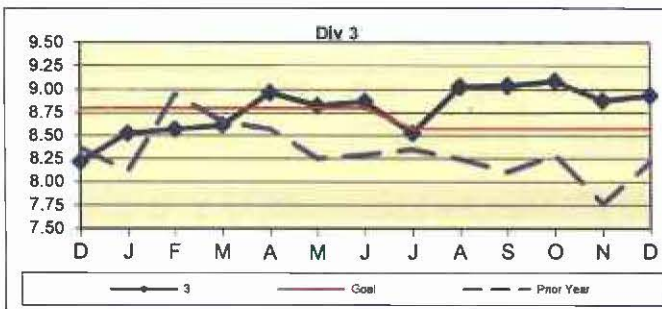
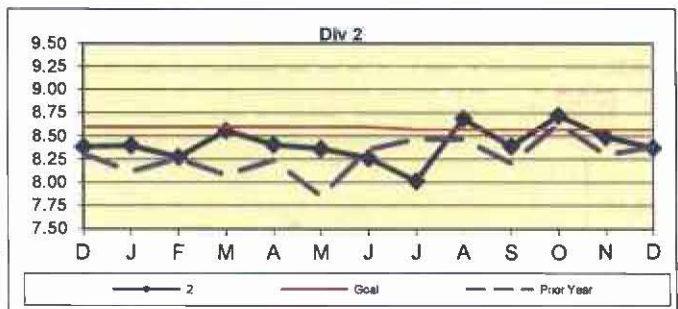
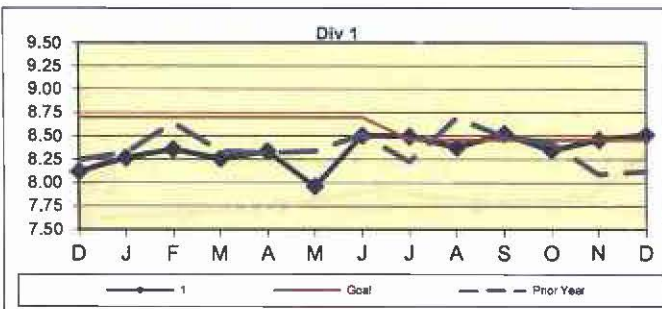


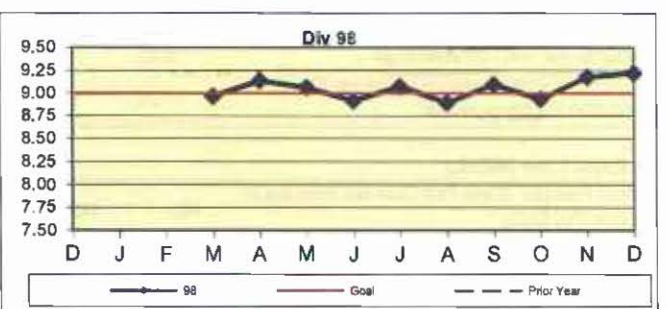
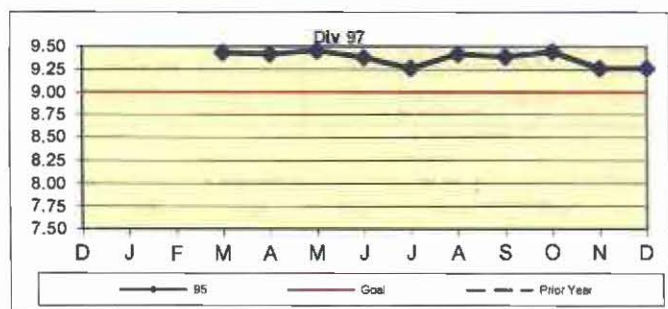
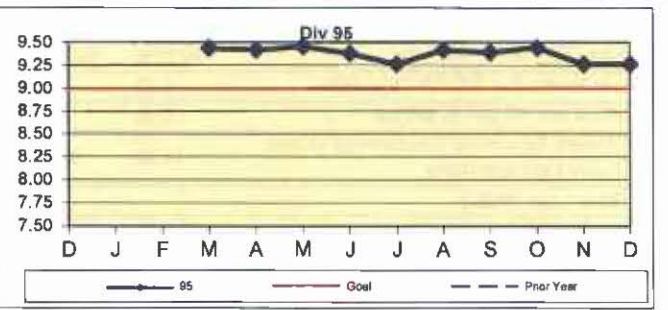
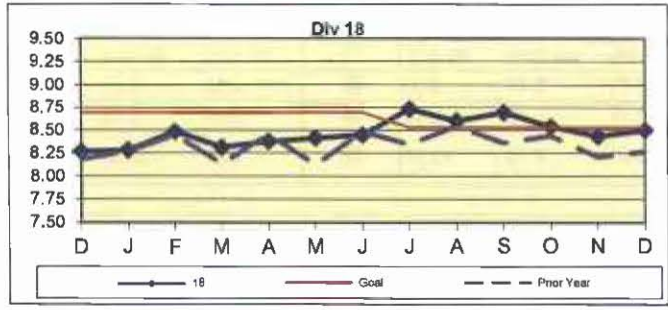
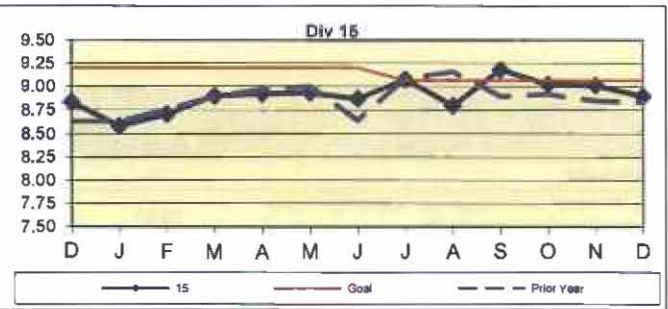
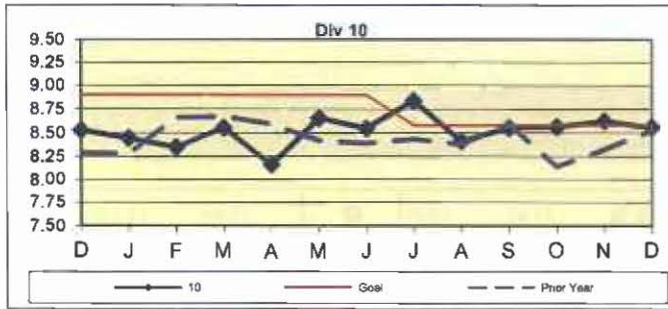
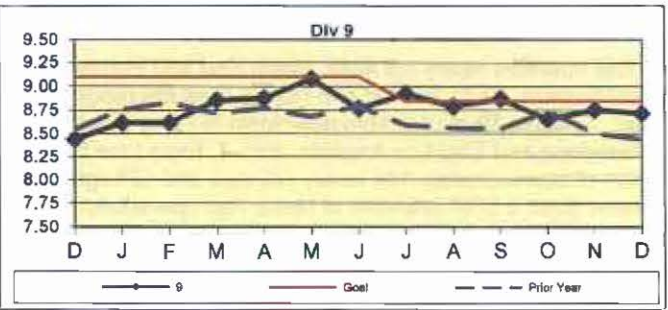
### Cleanliness by Bus Operating Divisions Oct 2015 - Dec 2015



Remaining Above the Goal line is the target.

Remaining Above the Goal line is the target.







## Metro Rail Scorecard Overview

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

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

Measurement	FY 2013	FY 2014	FY 2015	FY 2016 Target	FY 2016 YTD	FYTD Status	Oct Month	Nov Month	Dec Month
<b>Systemwide</b>									
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours	10.53	14.35	9.55	11.47	10.47		11.44	12.28	9.07
<b>Metro Red Line (MRL)</b>									
On-Time Pullouts	99.37%	99.72%	99.91%	100.00%	99.63%		98.44%	100.00%	99.60%
Mean Miles Between Chargeable Mechanical Failures	60,223	63,099	85,090	84,868	120,521		59,004	92,607	580,574
In-Service On-time Performance	99.32%	98.91%	99.13%	100.00%	99.40%		99.42%	99.50%	99.25%
Traffic Accidents Per 100,000 Train Miles	0.19	0.47	0.13	0.14	0.00		0.00	0.00	0.00
Complaints per 100,000 Boardings	0.26	0.25	0.11	0.12	0.03		0.00	0.05	0.00
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours	11.25	20.22	6.20	6.15	12.06		4.87	22.63	15.65
<b>Metro Blue Line (MBL)</b>									
On-Time Pullouts	99.34%	99.37%	99.41%	100.00%	99.34%		100.00%	99.06%	99.45%
Mean Miles Between Chargeable Mechanical Failures	16,597	18,731	23,716	23,934	20,117		16,597	17,412	22,450
In-Service On-time Performance	95.80%	95.84%	97.28%	99.19%	95.70%		95.10%	93.46%	95.08%
Traffic Accidents Per 100,000 Train Miles	1.45	1.46	0.89	0.79	1.06		0.00	2.94	1.71
Complaints per 100,000 Boardings	0.90	0.59	0.27	0.27	0.14		0.45	0.11	0.09
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours	17.36	17.46	15.10	14.96	15.46		24.45	8.36	12.39
<b>Metro Expo Line (MEXL)</b>									
On-Time Pullouts (Expo Pull Outs are Included in Blue Line Pull Outs)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Mean Miles Between Chargeable Mechanical Failures (Expo MMBCMF are Included in Blue Line MMBCMF)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
In-Service On-time Performance	98.47%	98.70%	99.14%	100.00%	98.86%		98.97%	99.20%	99.34%
Traffic Accidents Per 100,000 Train Miles	0.34	1.17	1.02	1.10	0.29		0.00	1.75	0.00
Complaints per 100,000 Boardings	2.20	1.01	0.38	0.40	0.20		0.59	0.12	0.00
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours	8.15	0.00	24.97	26.18	0.00		0.00	0.00	0.00

- 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	Oct Month	Nov Month	Dec Month
<b>Metro Green Line (MGrL)</b>									
On-Time Pullouts	99.71%	99.69%	99.32%	100.00%	99.21%	🟡	98.43%	100.00%	100.00%
	13,297	19,513	21,054	21,008	20,212	🟡	25,431	17,198	13,056
	98.06%	97.85%	97.39%	99.22%	98.51%	🟡	99.40%	98.07%	97.19%
Traffic Accidents Per 100,000 Train Miles	0.14	0.00	0.14	0.15	0.14	🟢	0.00	0.90	0.00
Complaints per 100,000 Boardings	0.63	0.62	0.32	0.31	0.23	🟢	0.58	0.00	0.10
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours	9.16	16.51	7.32	6.09	10.78	🔴	8.83	18.63	9.21
<b>Metro Gold Line (MGoL)</b>									
On-Time Pullouts	99.88%	99.56%	99.98%	100.00%	99.76%	🟡	98.84%	99.72%	100.00%
Mean Miles Between Chargeable Mechanical Failures	28,299	45,894	44,171	45,762	42,615	🟡	36,263	30,370	53,234
In-Service On-time Performance	98.45%	98.03%	98.56%	100.00%	97.32%	🟡	97.15%	96.76%	98.34%
Traffic Accidents Per 100,000 Train Miles	0.22	0.24	0.54	0.47	0.69	🔴	0.58	1.22	0.58
Complaints per 100,000 Boardings	0.68	0.60	0.34	0.34	0.23	🟢	0.16	0.00	0.24
New Workers' Compensation Indemnity Claims	16.15	14.98	15.96	15.71	14.83	🟢	13.33	19.61	12.98

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

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

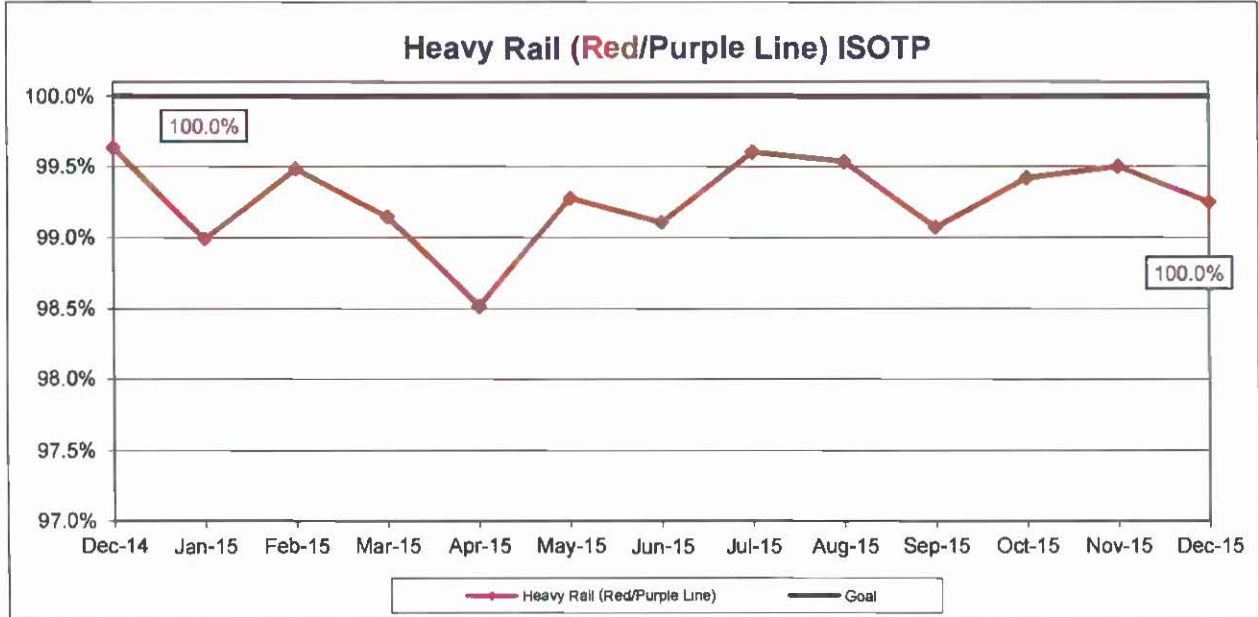
🔴 Red - High probability that the target will not be achieved – significant problems and/or delays. Falls below Target >70%.

# RAIL SERVICE PERFORMANCE

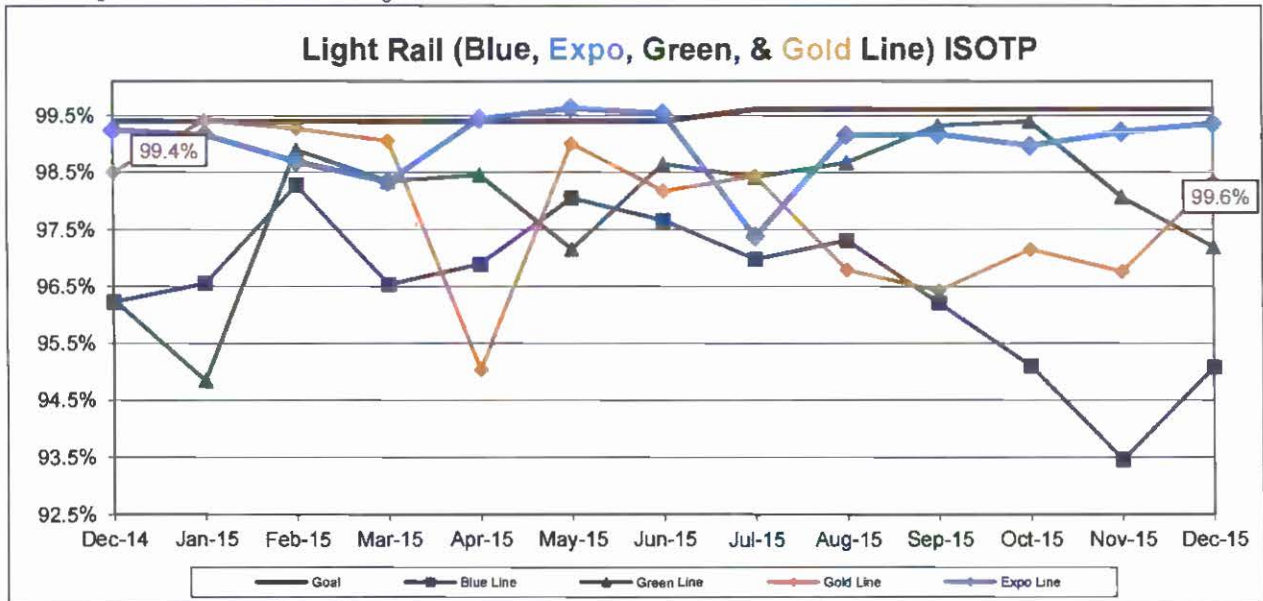
## IN-SERVICE ON-TIME PERFORMANCE (ISOTP)

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

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



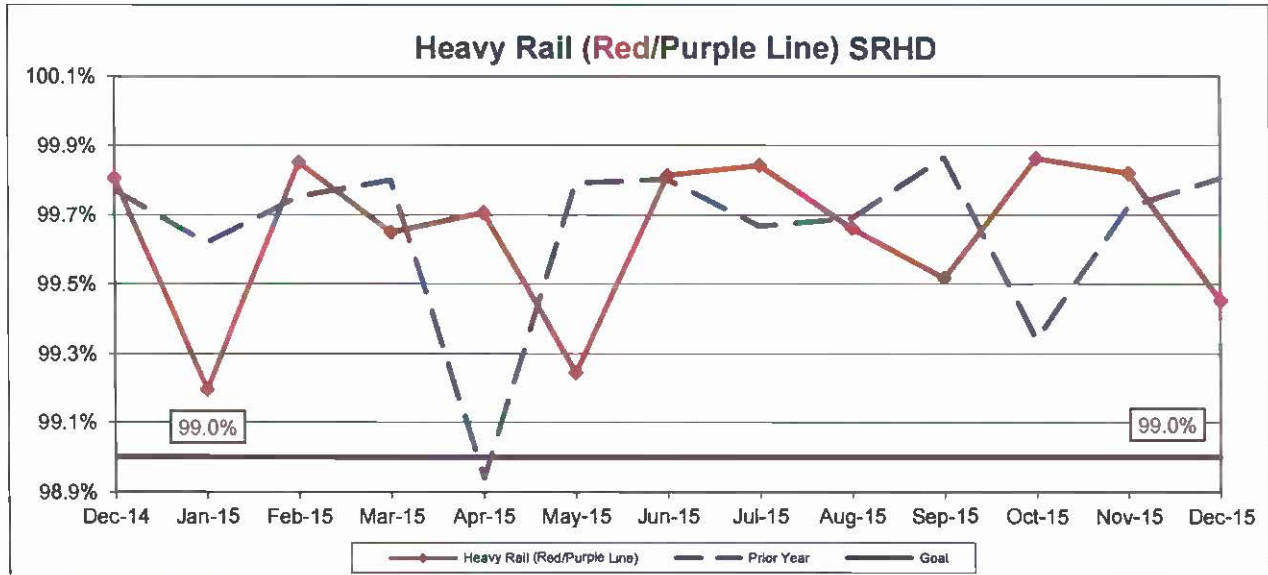
Remaining Above the Goal line is the target.



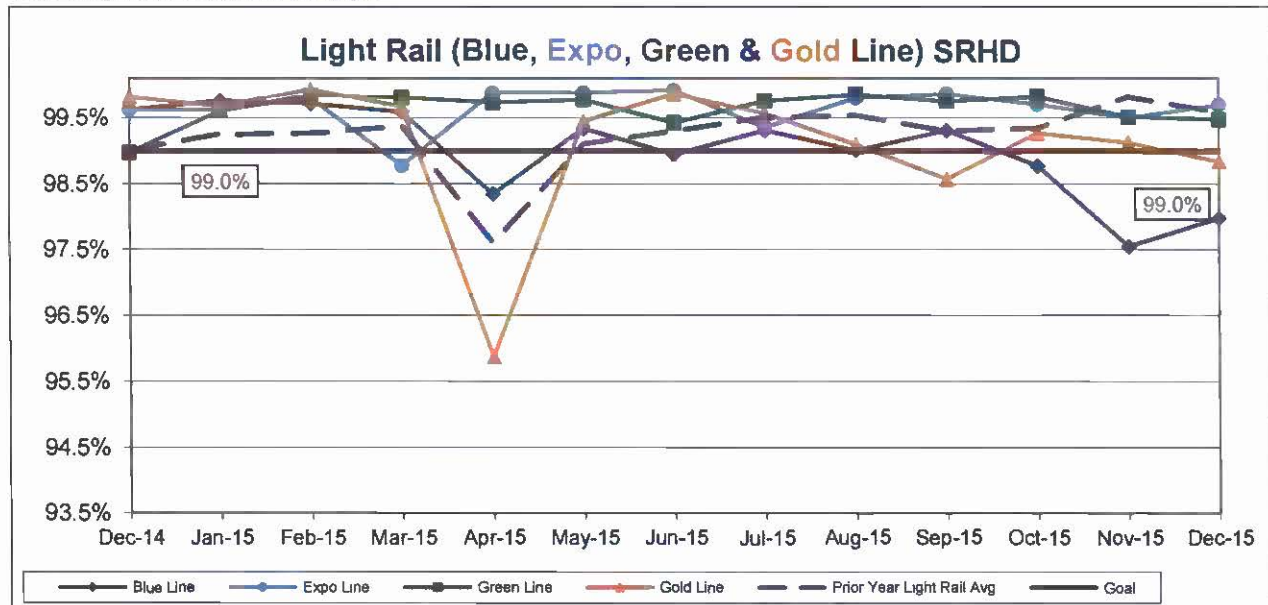


**Scheduled Revenue Hours Delivered (SRHD) by Rail Line**

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



Remaining At the Goal line is the target.

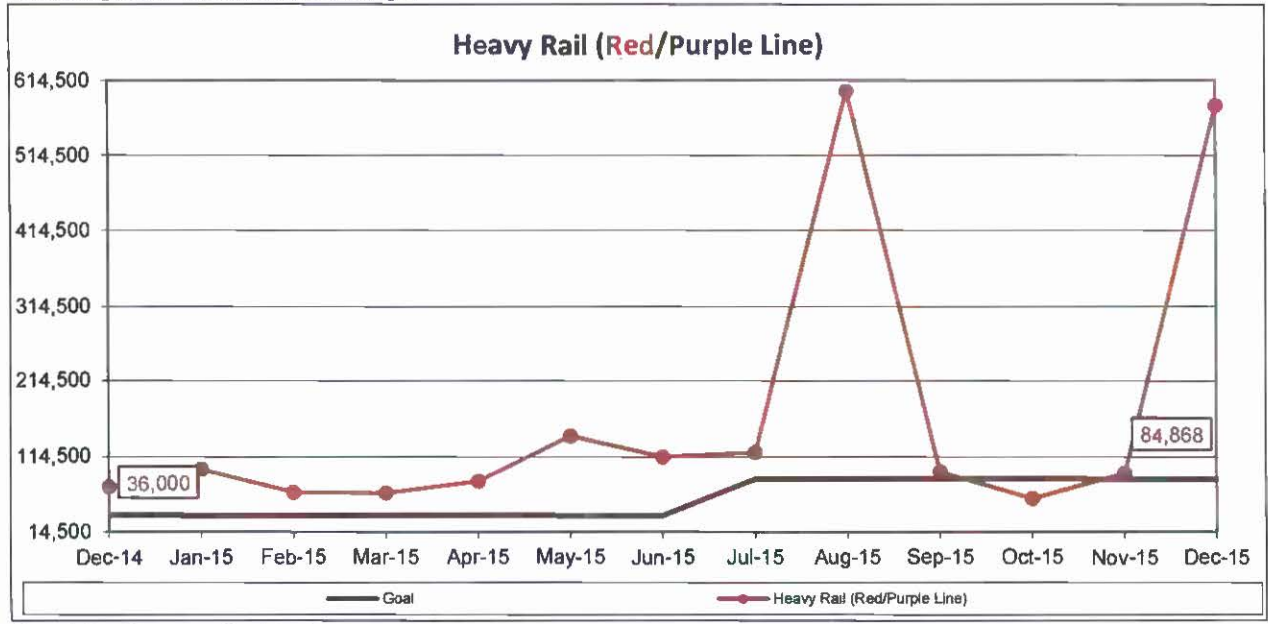


**Mean Vehicle Miles between Revenue Vehicle Failures**

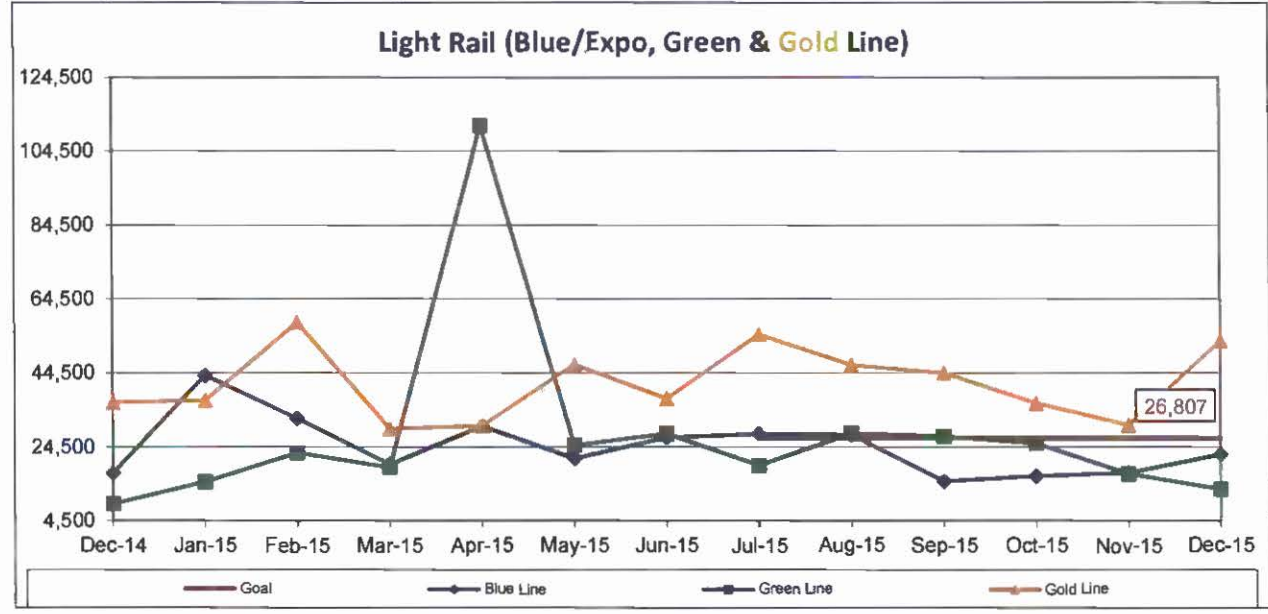
**Definition:** Mean vehicle miles between Revenue Vehicle Failures. NTD defined Revenue Vehicle Failures are vehicle systems failures that occur in revenue service and during deadhead miles in which the vehicle did not complete its scheduled revenue trip or in which the vehicle did not start its next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

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

Remaining Above the Goal line is the target.



Remaining Above the Goal line is the target.

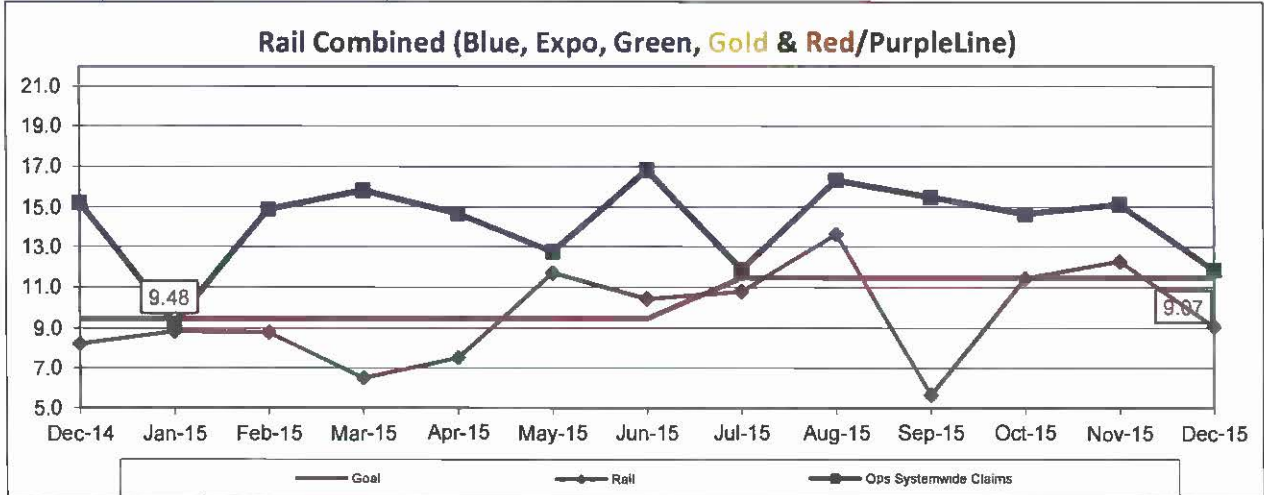


## NEW WORKERS' COMPENSATION CLAIMS FILED PER 200,000 EXPOSURE HOURS

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

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

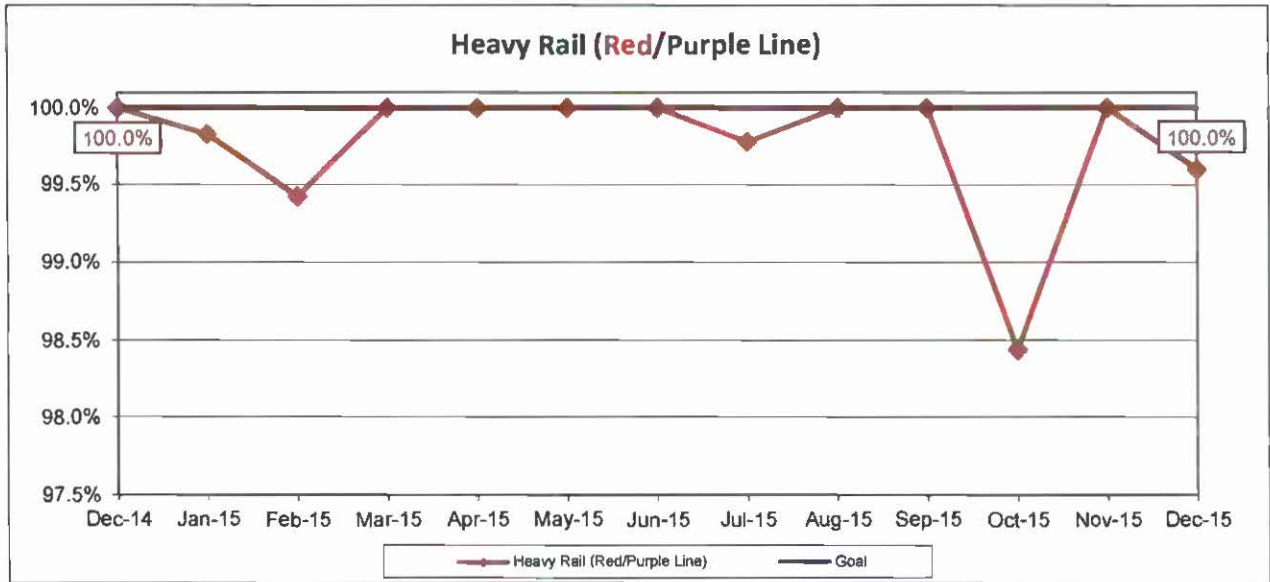
Data now reflects combination of Indemnity and Medical Claims reported in the current month.  
Remaining Below the Goal line is the target.



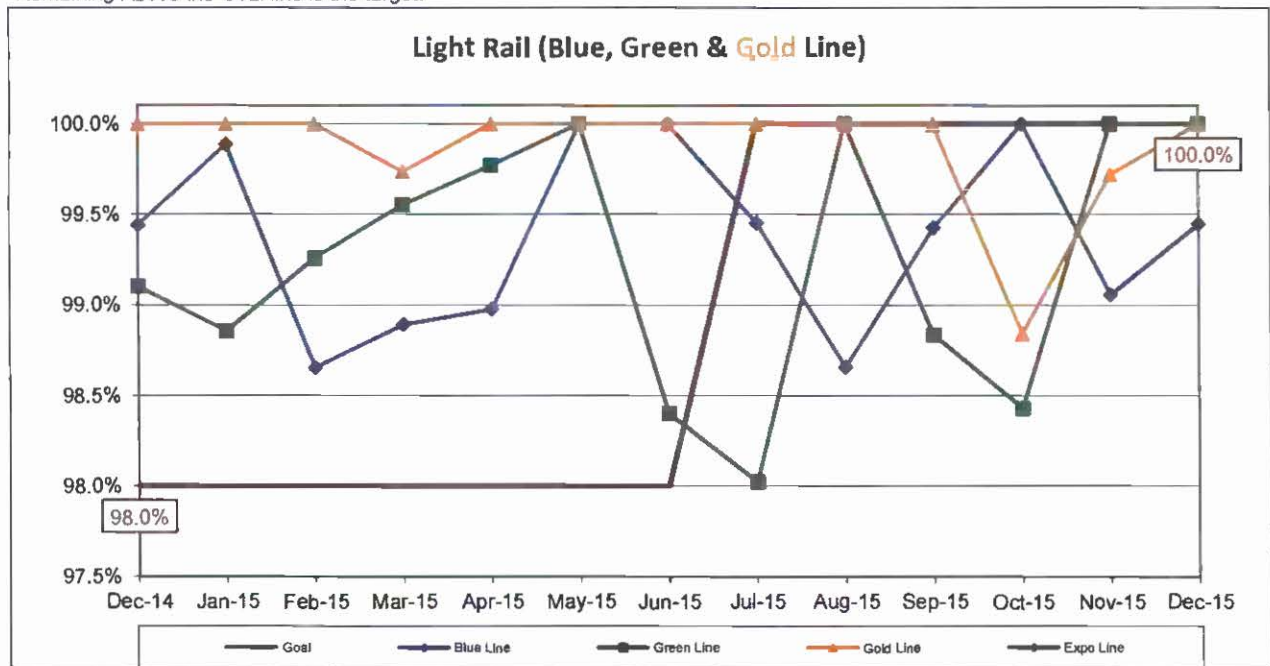
**ON-TIME PULLOUTS (OTP)**

**Definition:** Ratio of OnTime Pullouts to Total Pullouts.

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



Remaining Above the Goal line is the target.





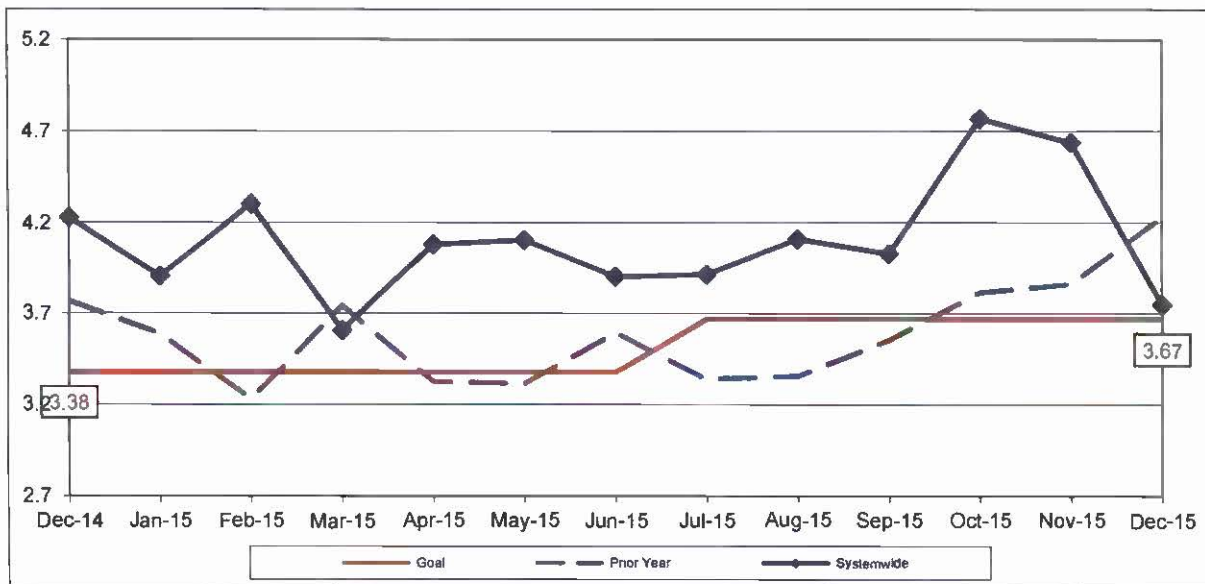
## SAFETY PERFORMANCE

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

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

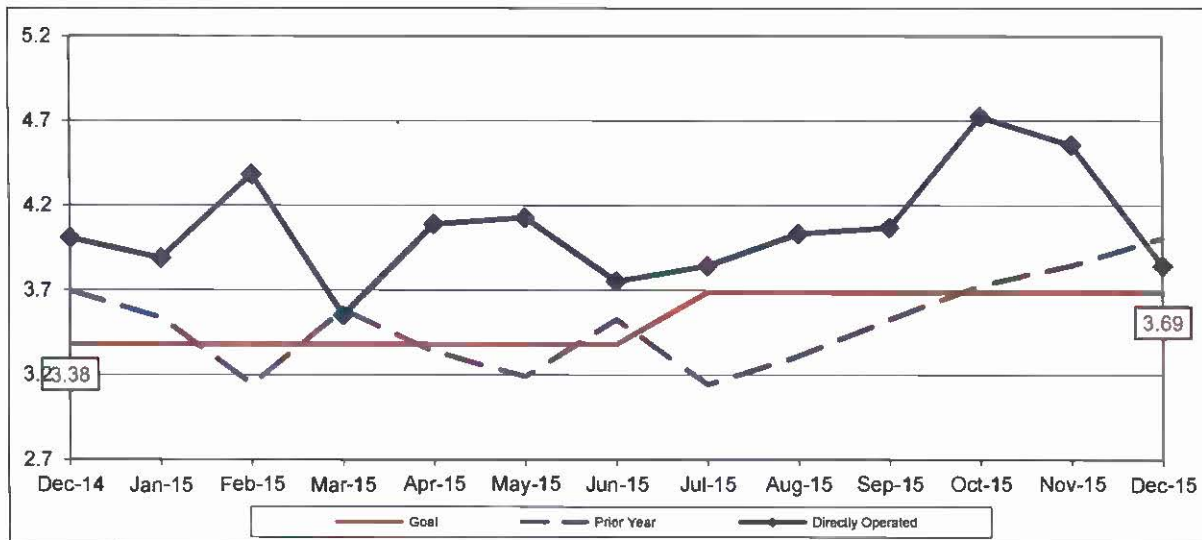
**Calculation:** Traffic Accidents Per 100,000 Hub Miles = Number of Traffic Accidents / (Hub Miles / 100,000)

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



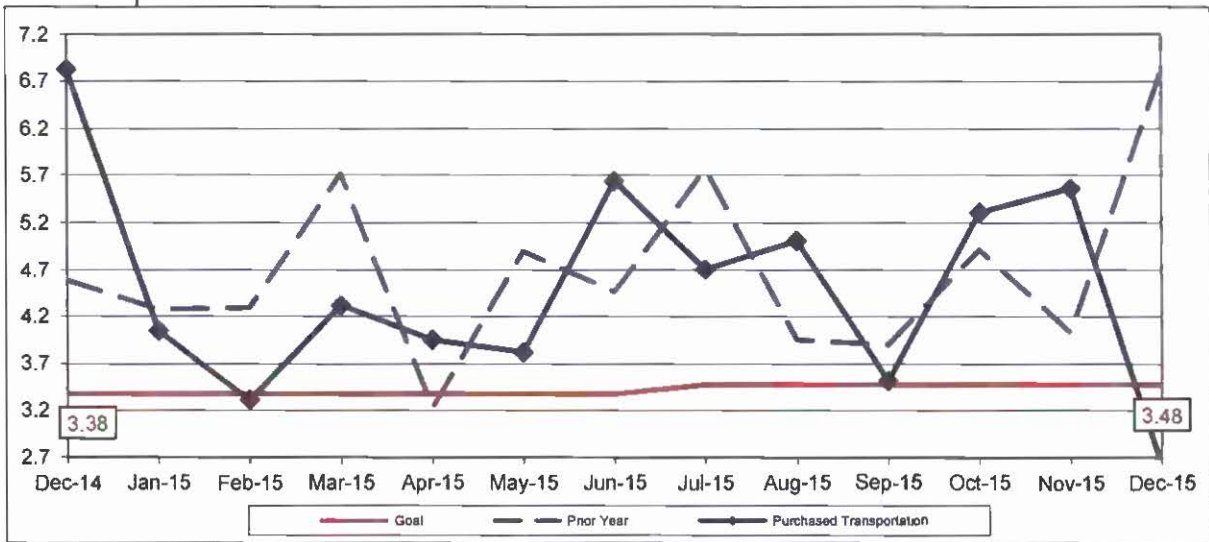
Note: The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of accidents and late filing of reports. Remaining Below the Goal line is the target.

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



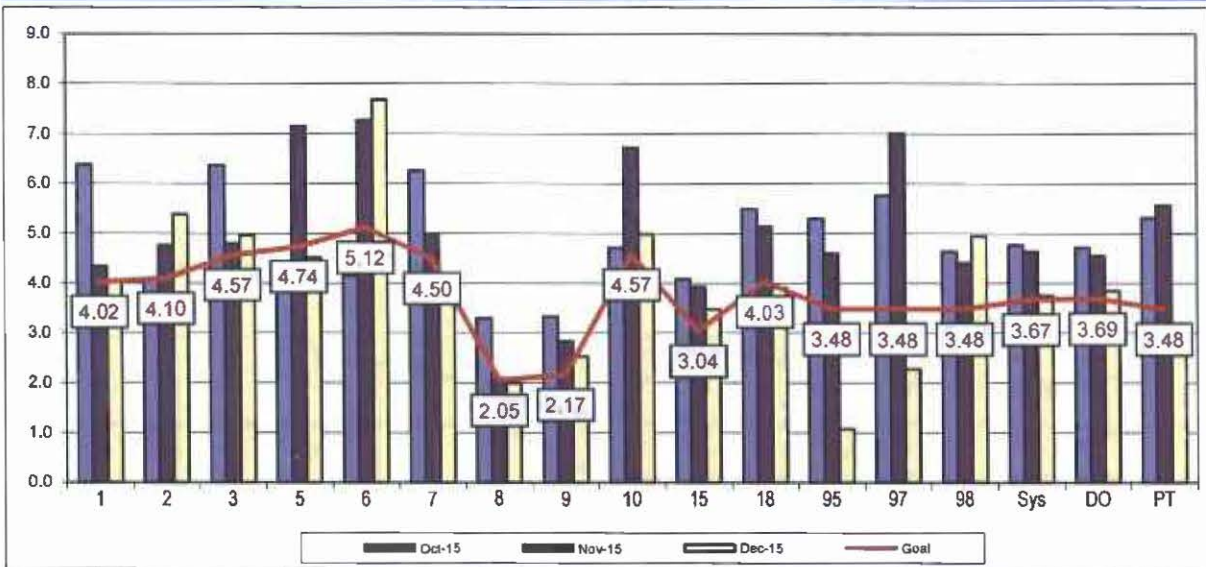
Note: The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of accidents and late filing of reports. Remaining Below the Goal line is the target.

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



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

### Bus Traffic Accidents per 100,000 Hub Miles - by Divisions Oct 2015 - Dec 2015

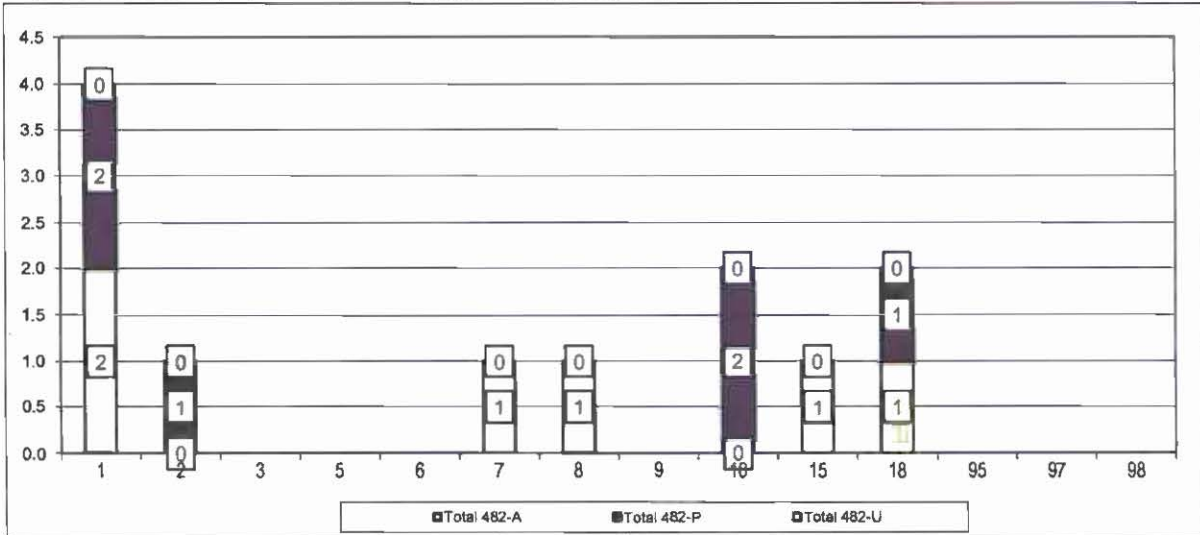


**Number of 482 Accidents in Vehicle Accident Management System (VAMS) Download by Avoidable (A), Pending (P) or Unavoidable (U)  
Bus Operating Divisions - Dec 2015**

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

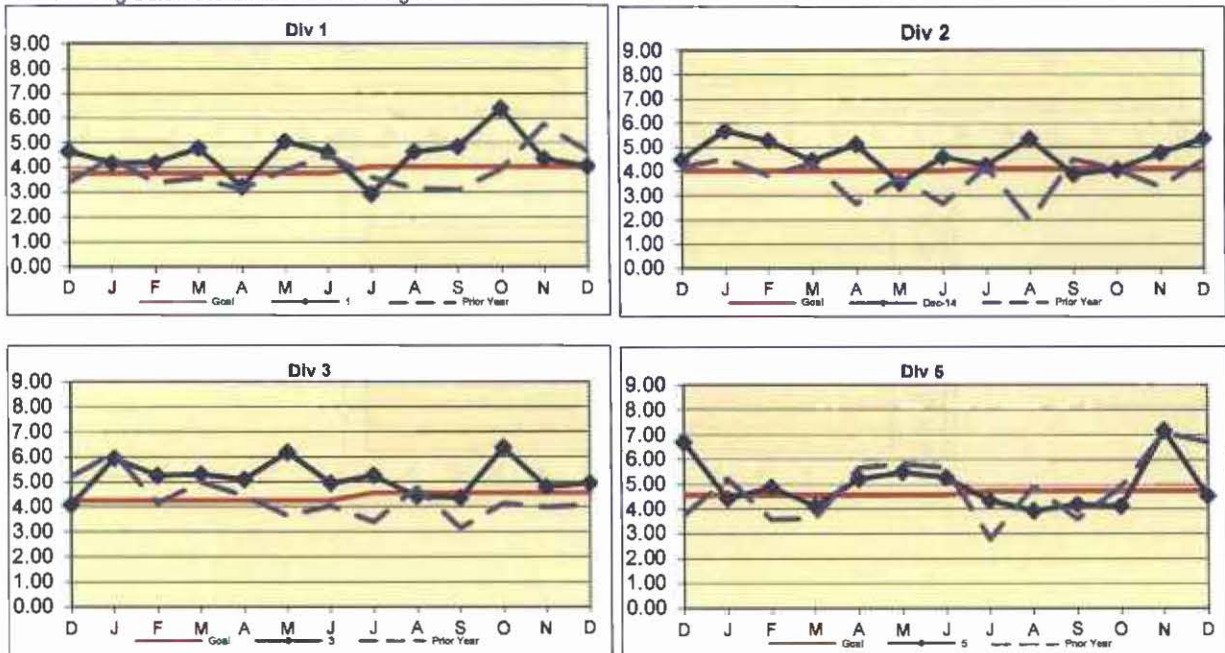
**Calculation:** Number of accidents in prior 13 months coded 482 "alleged" in the categories of avoidable (A), pending investigation (P) or unavoidable (U).

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**

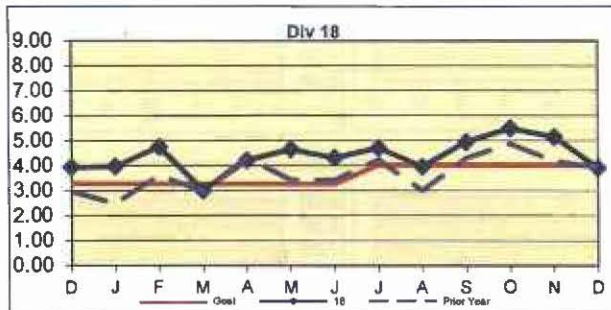
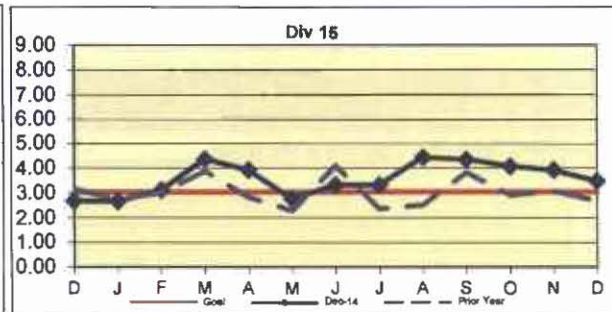
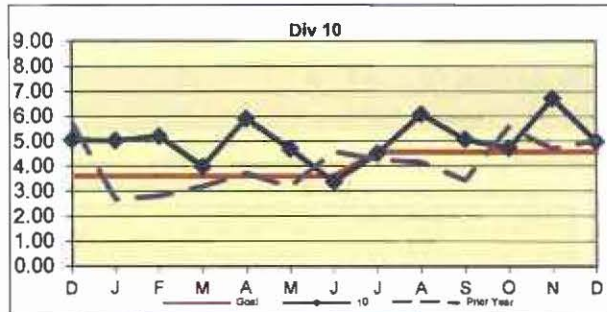
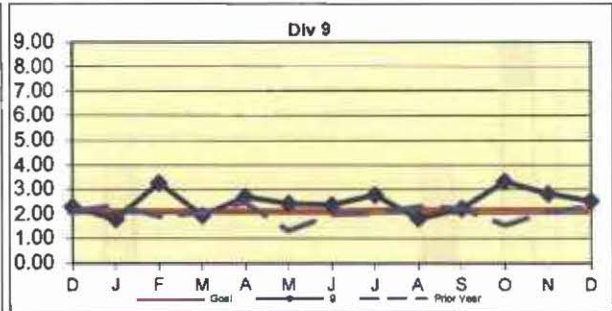
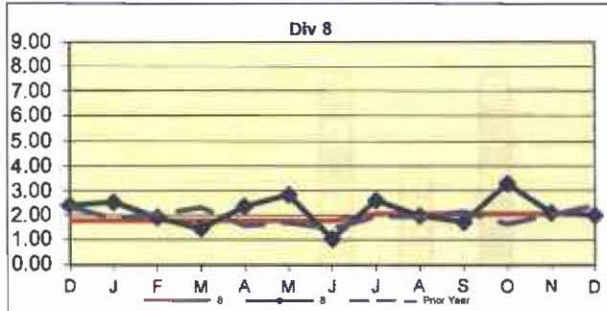
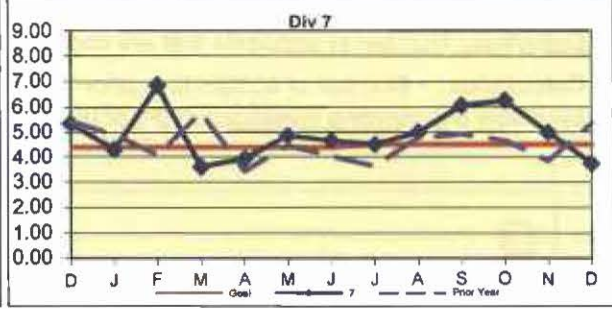
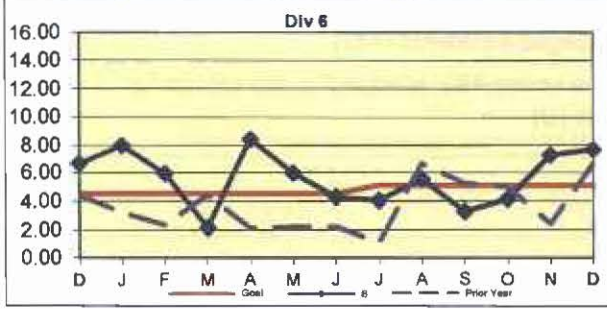
Remaining Below the Goal line is the target.





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

Remaining Below the Goal line is the target.



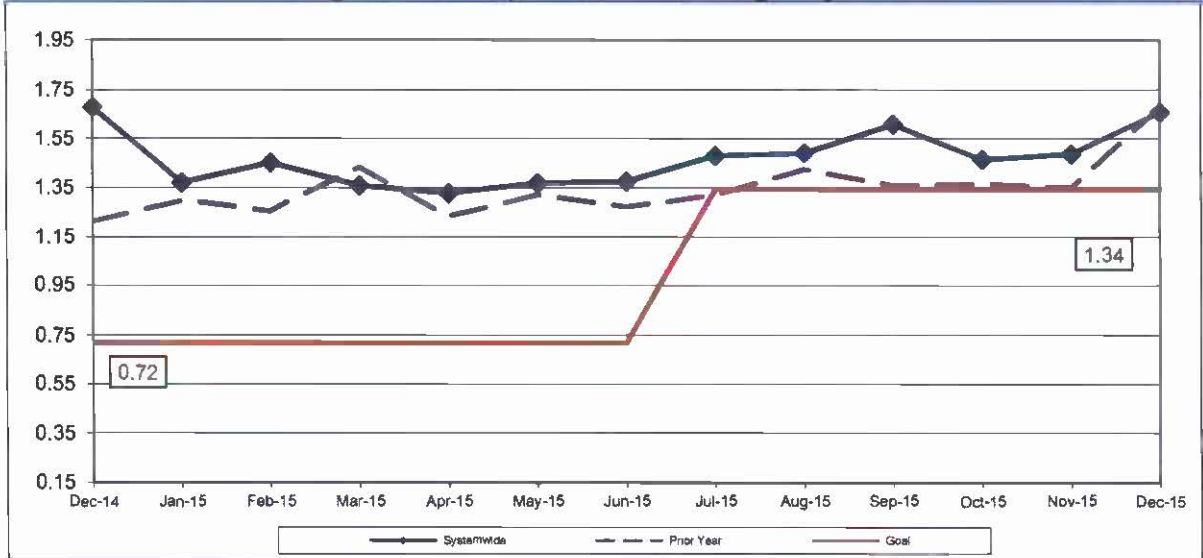


## BUS PASSENGER ACCIDENTS PER 100,000 BOARDINGS

**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)

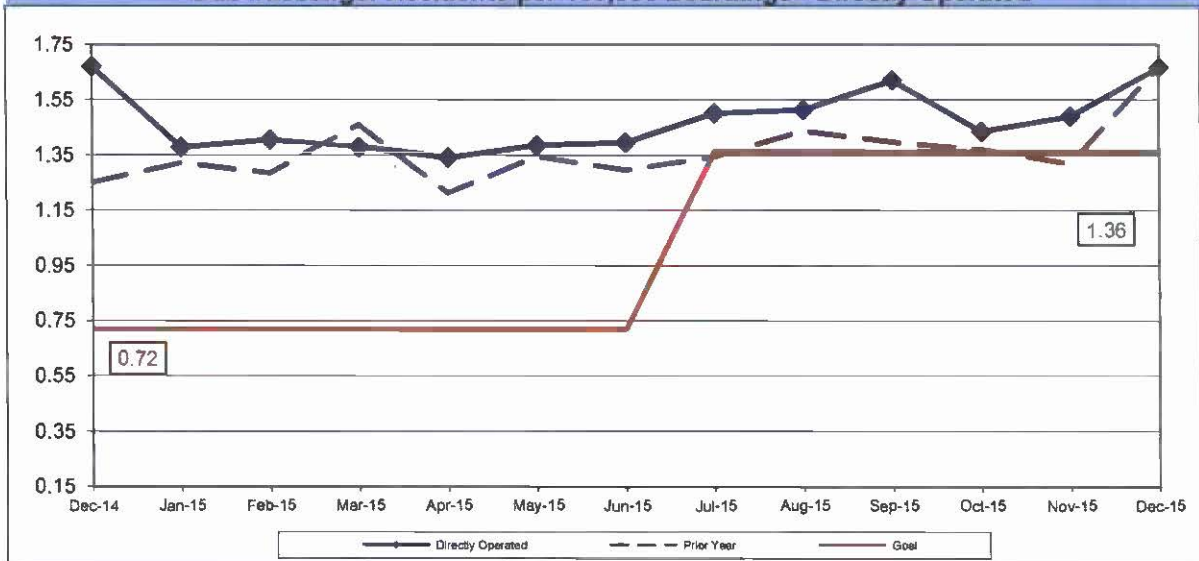
**Bus Passenger Accidents per 100,000 Boardings - Systemwide Trend**



Remaining Below the Goal line is the target.

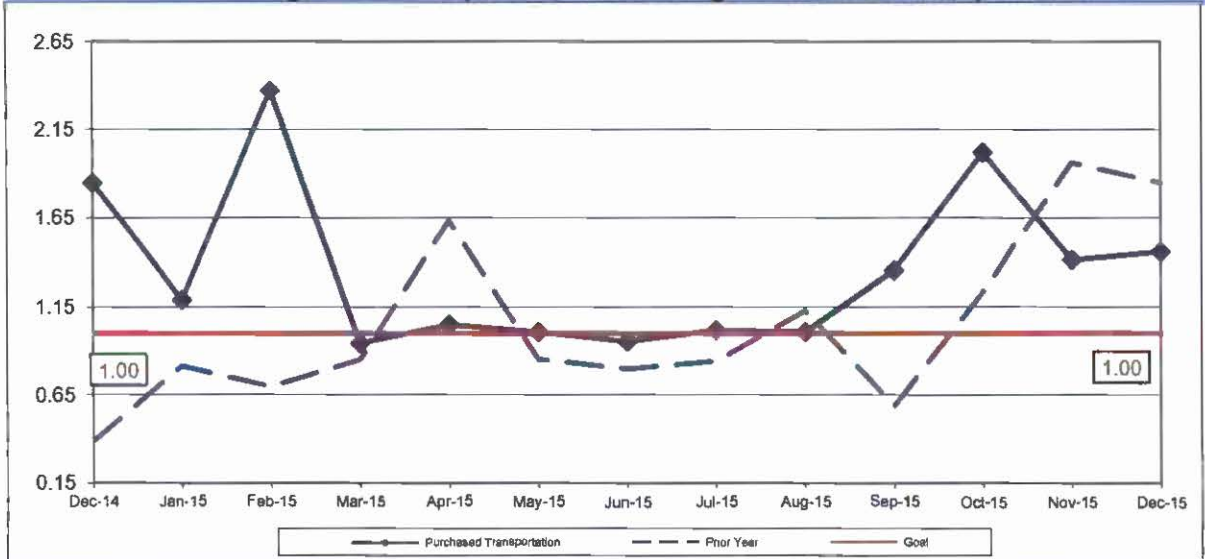
Note: The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of accidents and late filing of reports.

**Bus Passenger Accidents per 100,000 Boardings - Directly Operated**



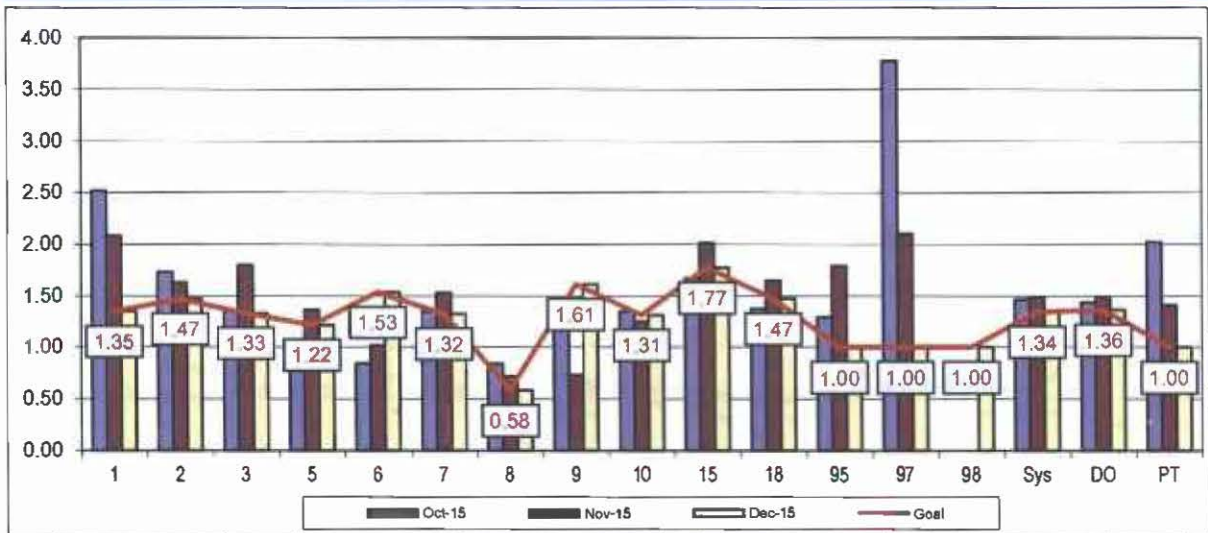
Remaining Below the Goal line is the target.

### Bus Passenger Accidents per 100,000 Boardings - Purchased Transportation



Remaining Below the Goal line is the target.

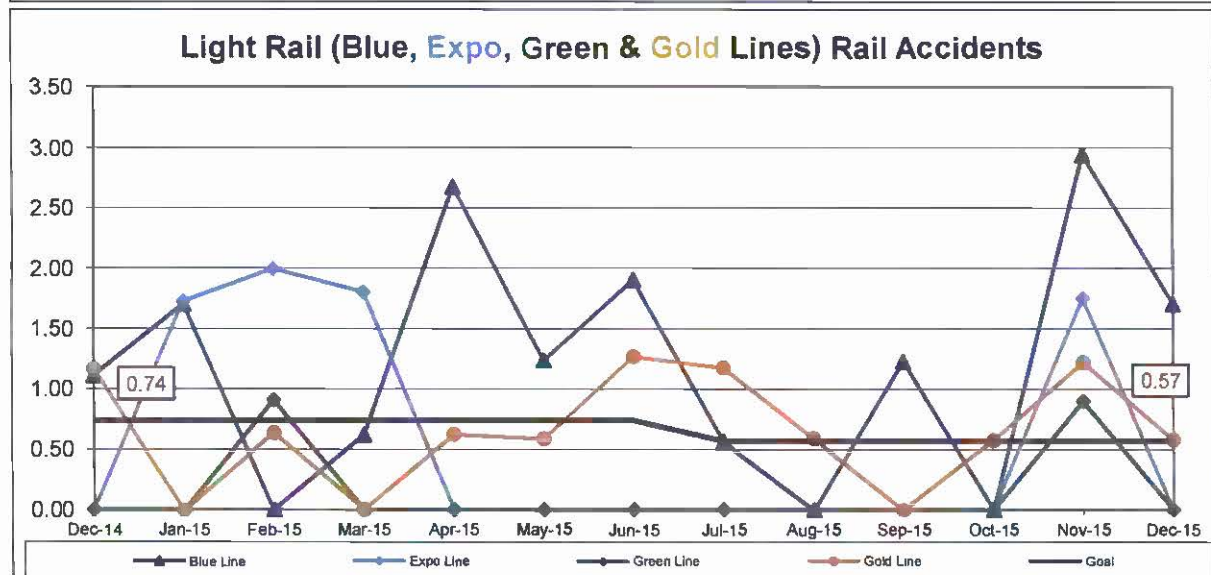
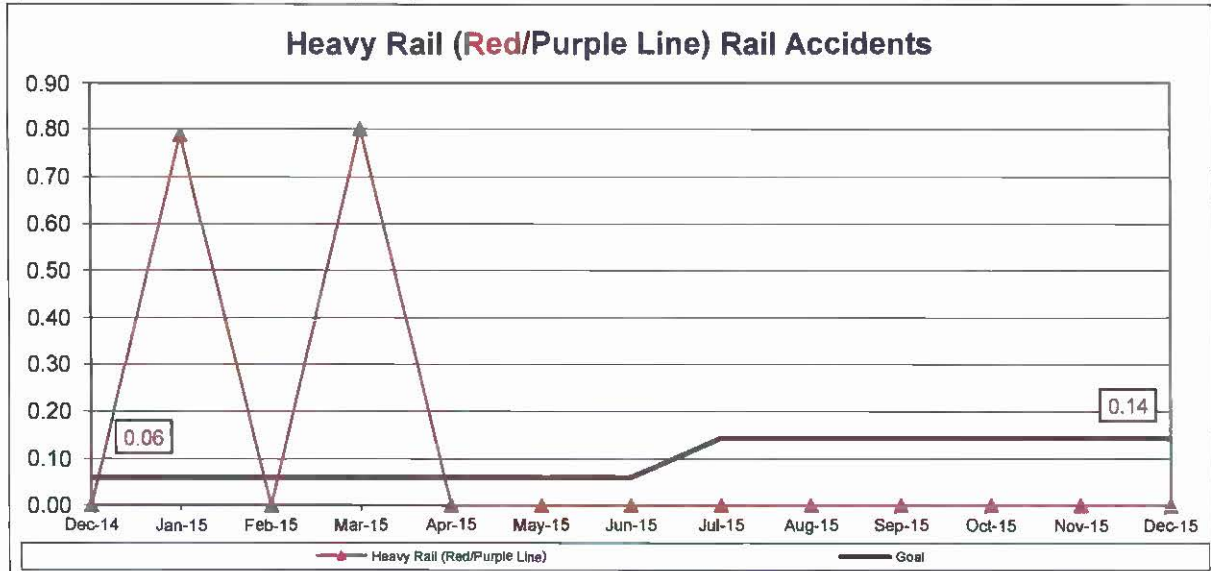
### Bus Passenger Accidents per 100,000 Boardings - by Divisions Oct 2015 - Dec 2015



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

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

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

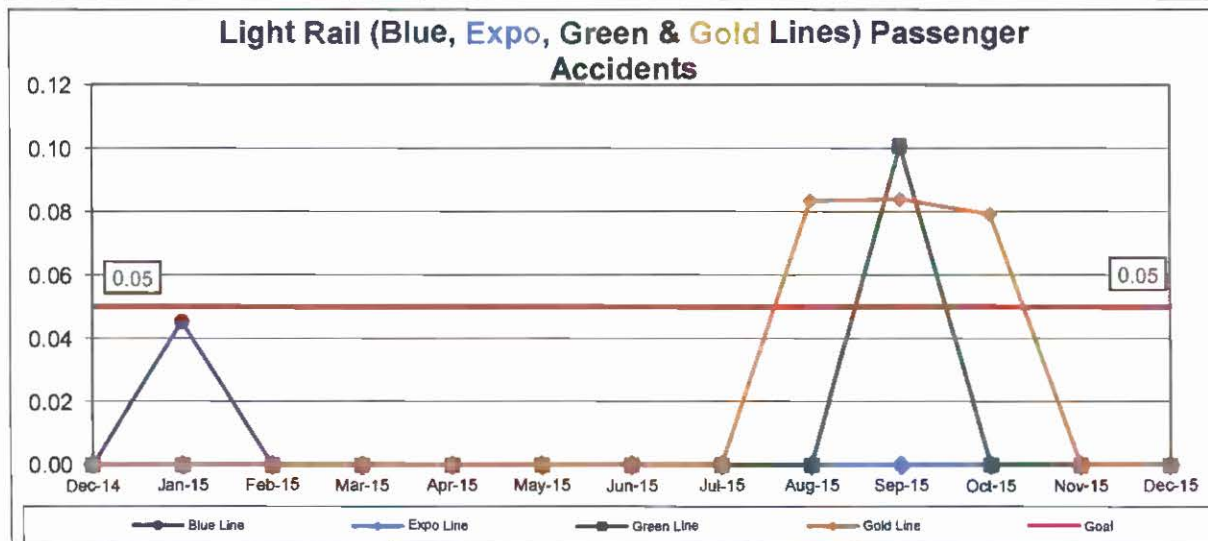
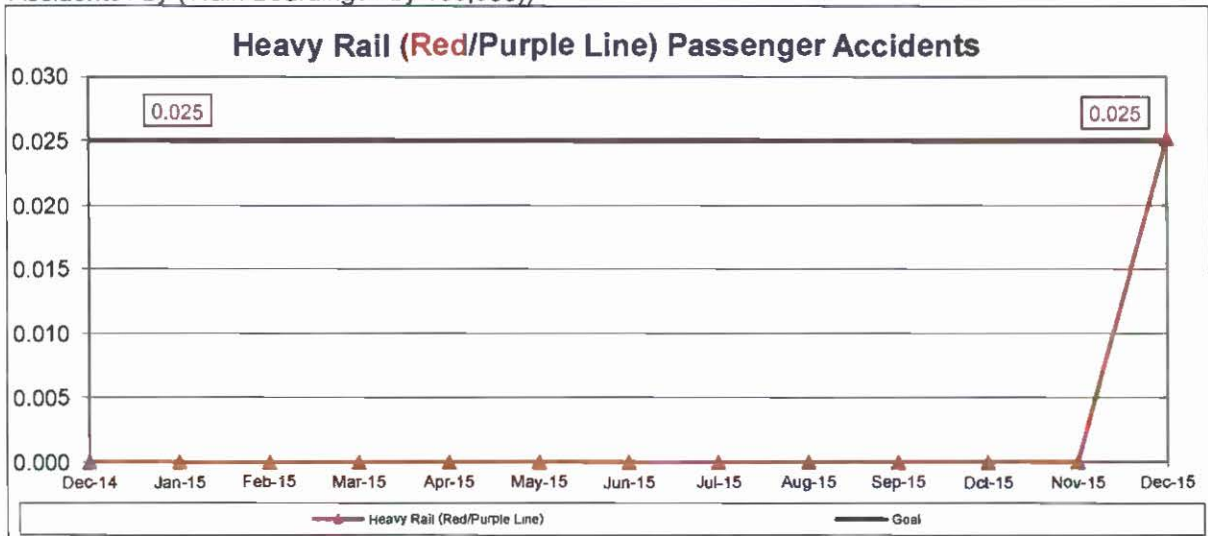


Remaining Below the Goal line is the target.

## RAIL PASSENGER ACCIDENTS PER 100,000 BOARDINGS

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

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





# CUSTOMER SATISFACTION

## COMPLAINTS PER 100,000 BOARDINGS

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

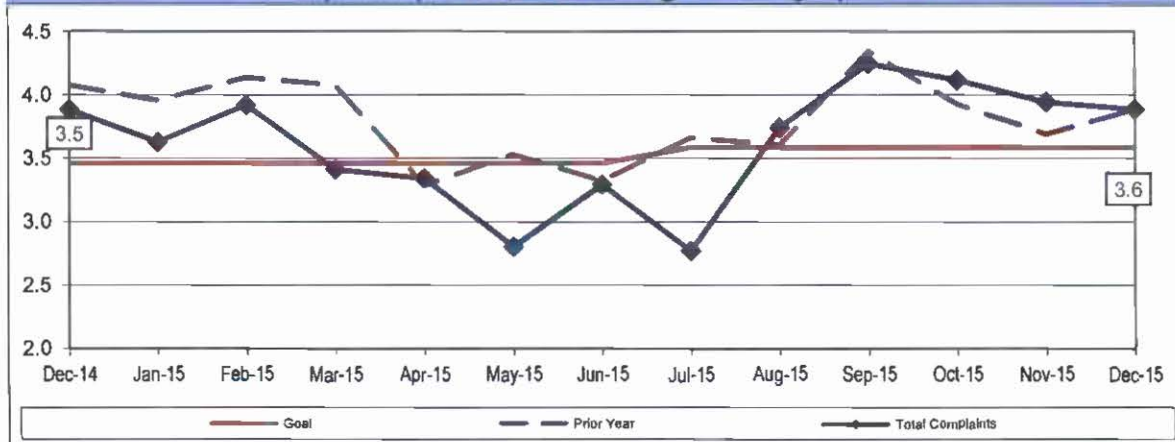
**Calculation:** Customer complaints per 100,000 Boardings = Complaints/(Boardings/100,000)

### Complaints per 100,000 Boardings - Systemwide Trend



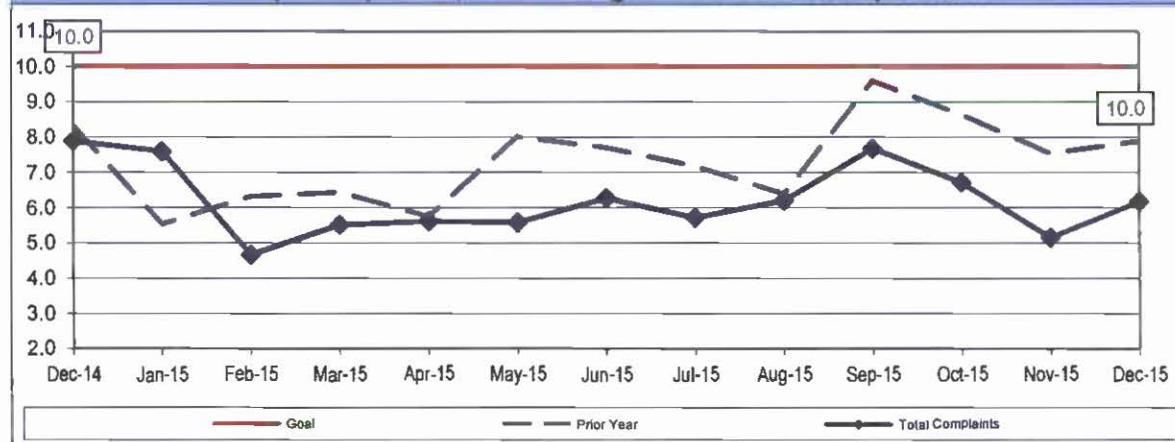
Remaining Below the Goal line is the target.

### Complaints per 100,000 Boardings - Directly Operated



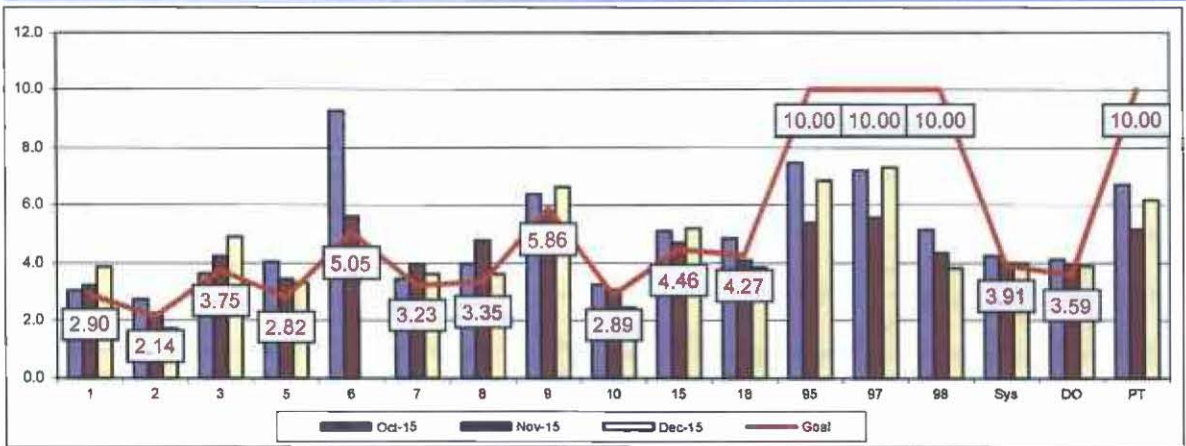
Remaining Below the Goal line is the target.

### Complaints per 100,000 Boardings - Purchased Transportation



Remaining Below the Goal line is the target.

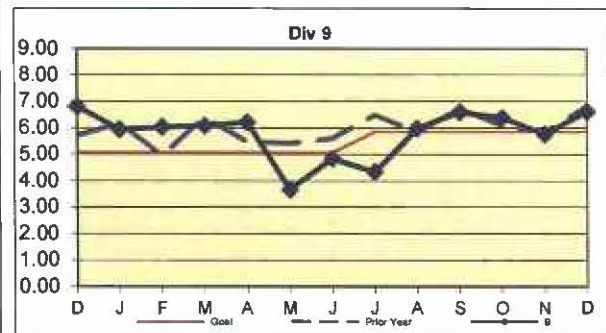
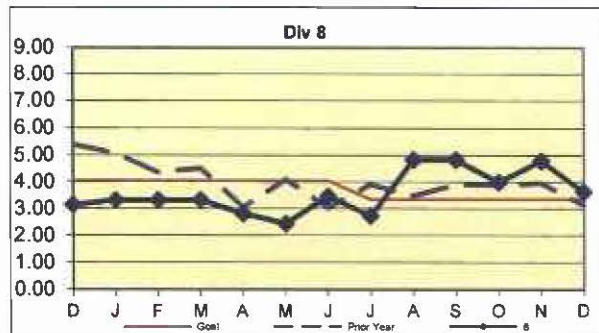
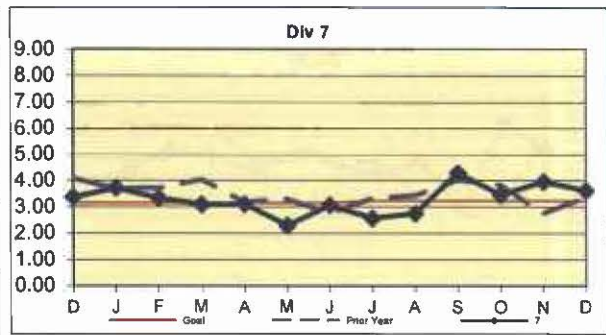
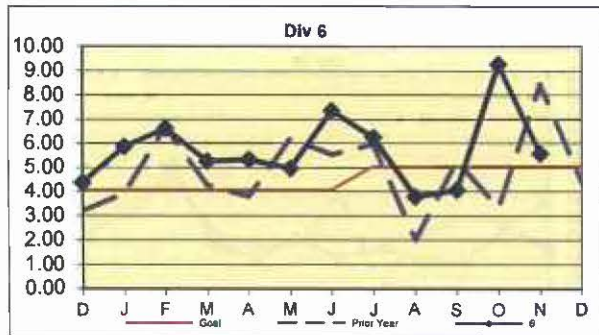
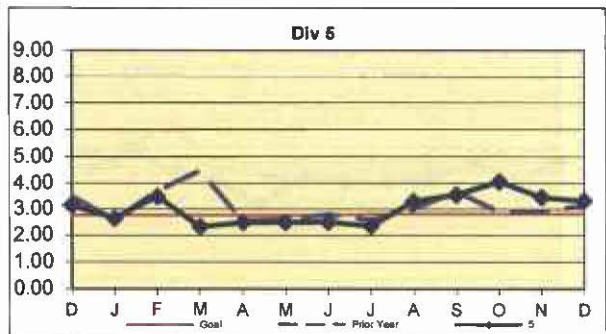
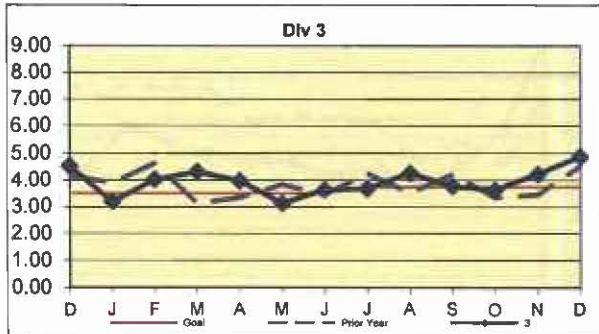
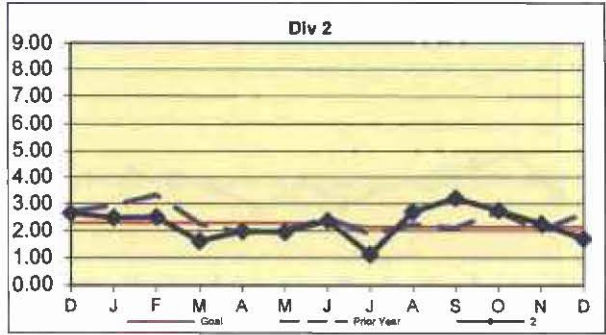
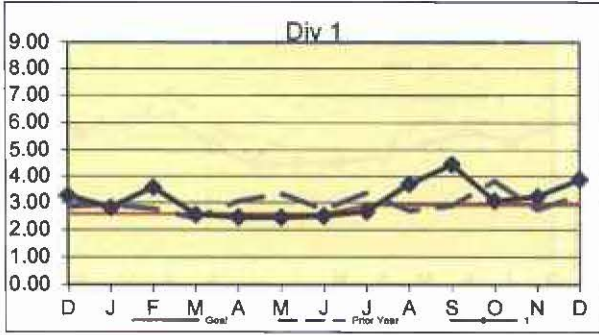
**Complaints per 100,000 Boardings by Division  
Oct 2015 - Dec 2015**





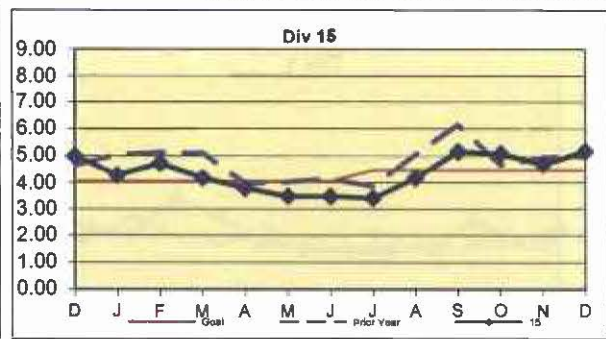
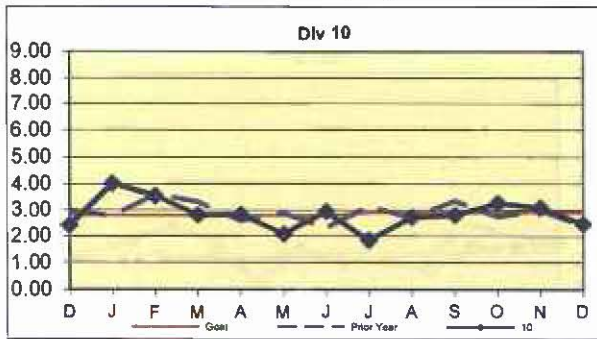
**COMPLAINTS PER 100,000 BOARDINGS**

Remaining Below the Goal line is the target.

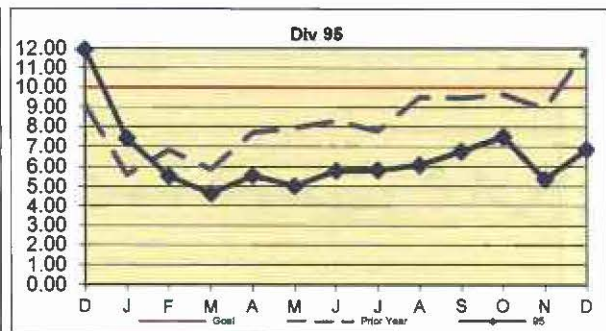
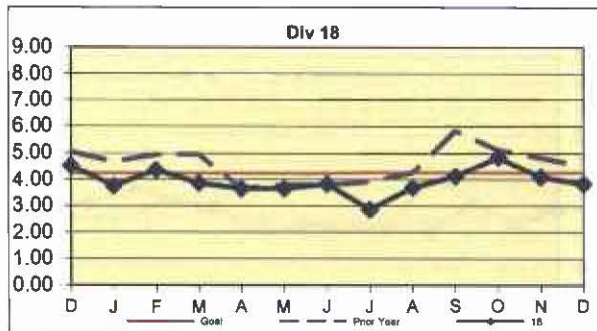


Remaining Below the Goal line is the target.

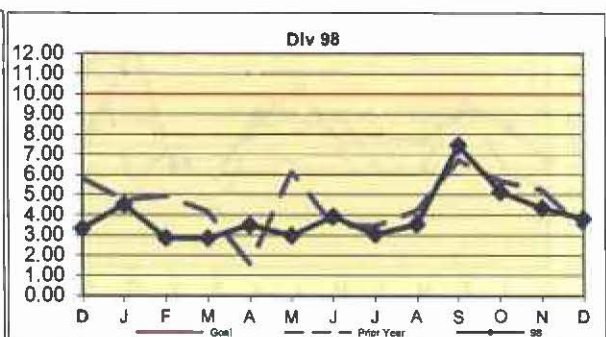
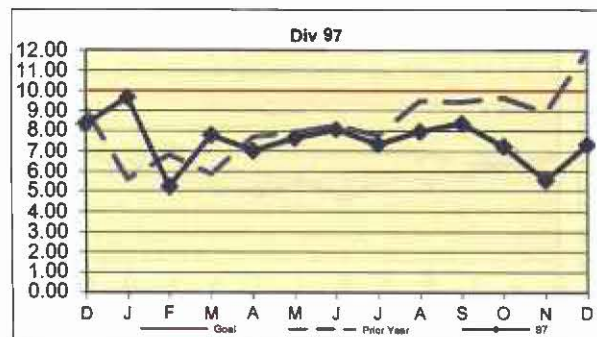
### COMPLAINTS PER 100,000 BOARDINGS - Continued



Remaining Below the Goal line is the target.



Remaining Below the Goal line is the target.



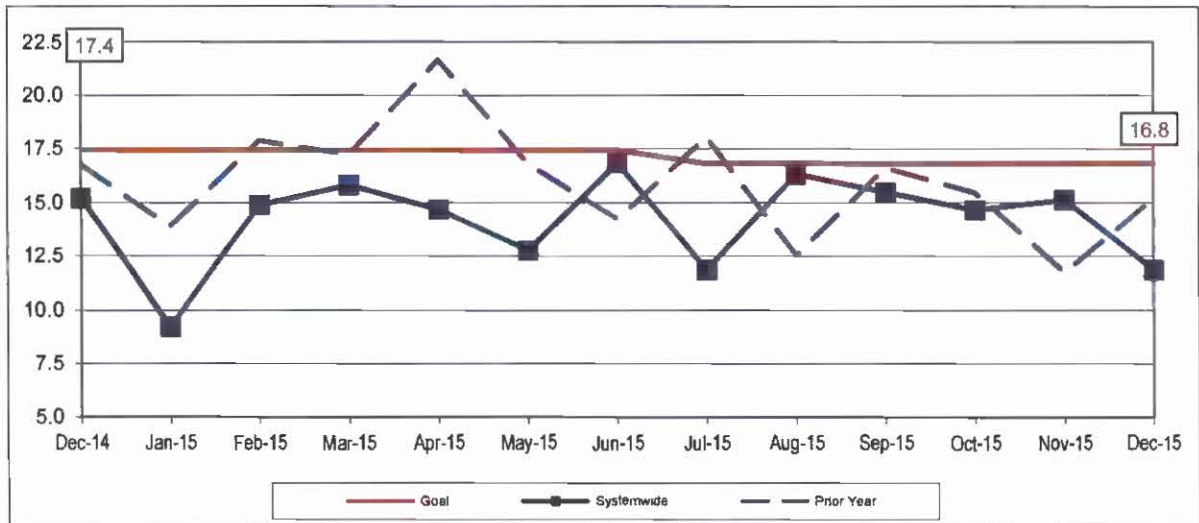
## WORKERS COMPENSATION CLAIMS

### New Workers Compensation Claims per 200,000 Exposure Hours

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

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

#### Bus Systemwide Trend



Transportation & Maintenance Performance combined.

Remaining Below the Goal line is the target.

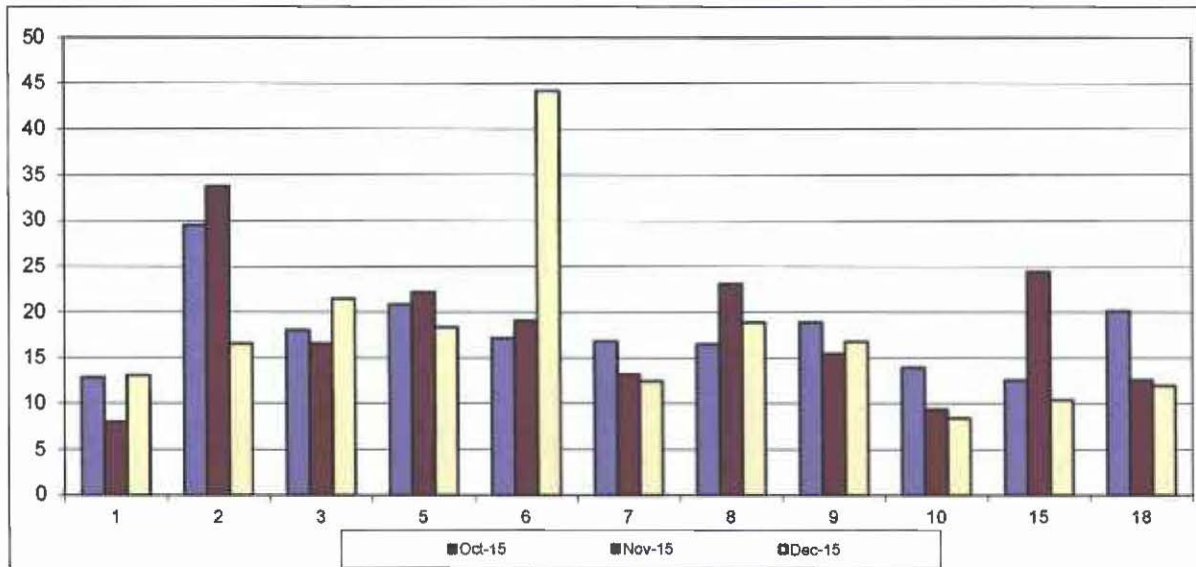
#### NEW CLAIMS PER 200,000 EXPOSURE HOURS - MONTH BY BUS DIVISION

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

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

#### New Claims per 200,000 Exposure Hours by Division Oct 2015 - Dec 2015

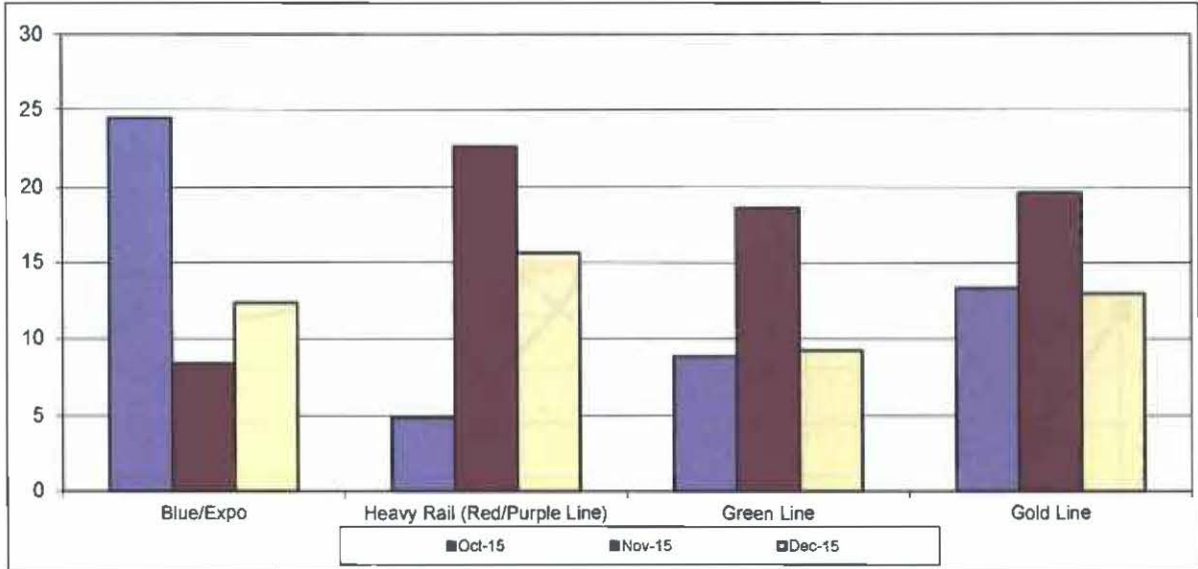
Transportation & Maintenance Performance combined.





**New Claims per 200,000 Exposure Hours - Rail by Line**  
**Oct 2015 - Dec 2015**

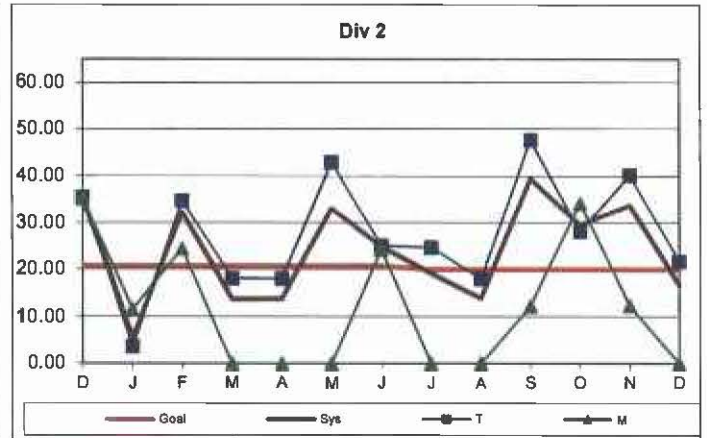
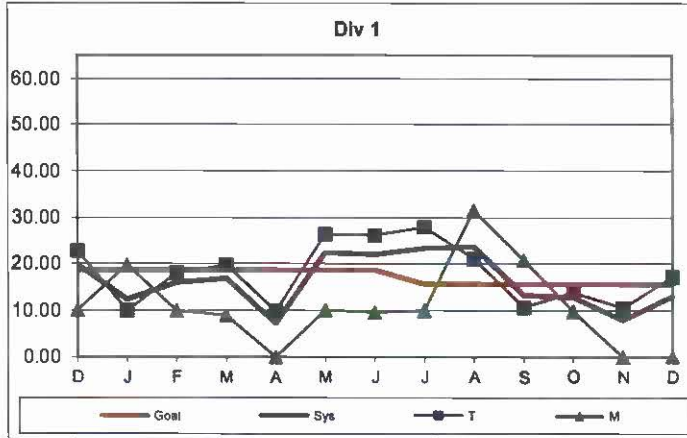
Transportation & Maintenance Performance combined.



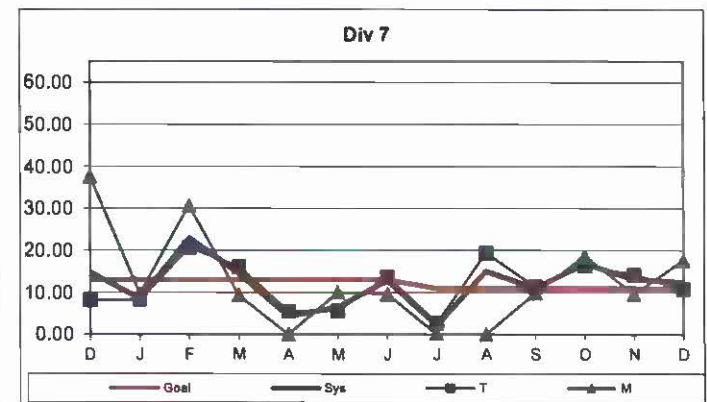
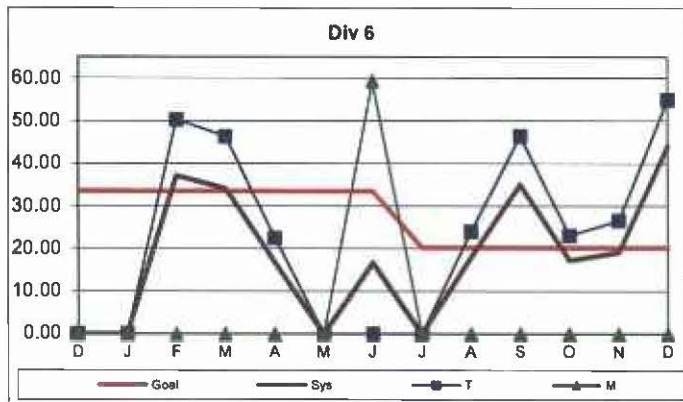
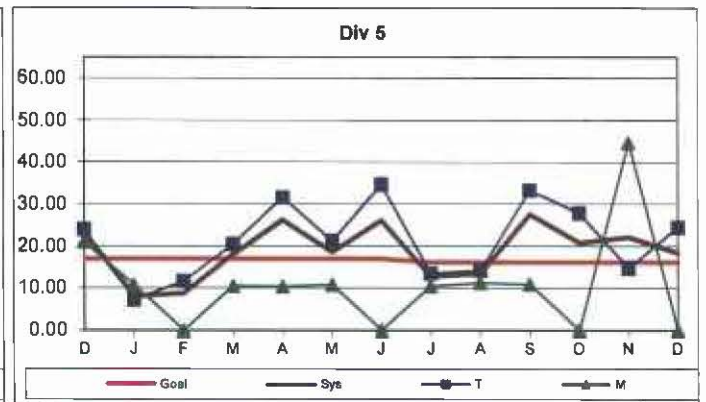
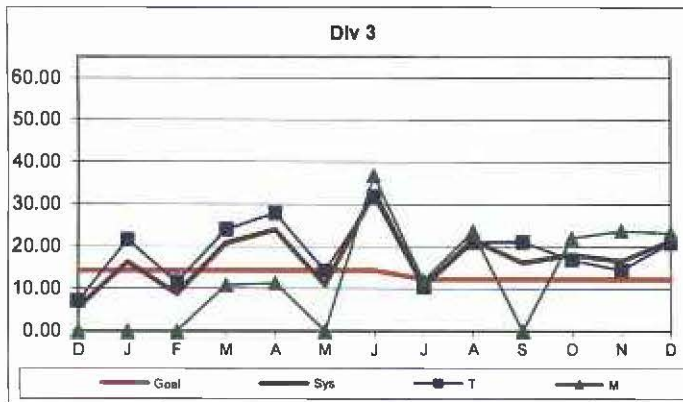
## NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS Systemwide and Bus Operating Divisions

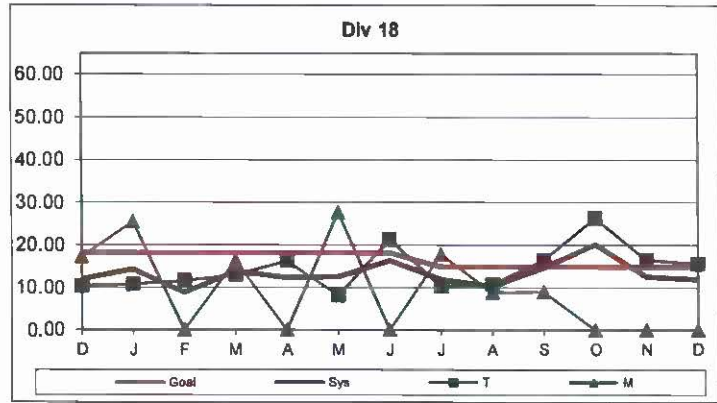
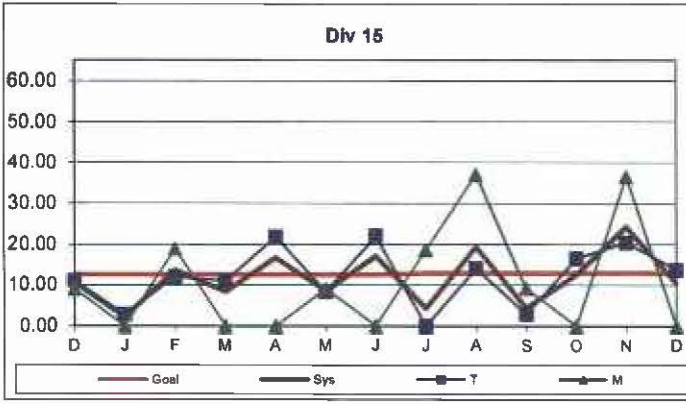
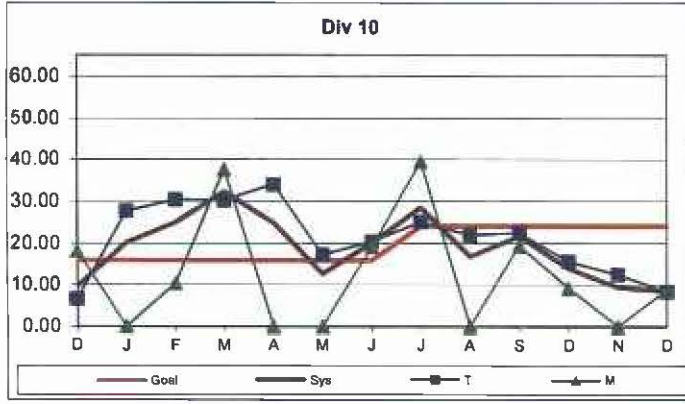
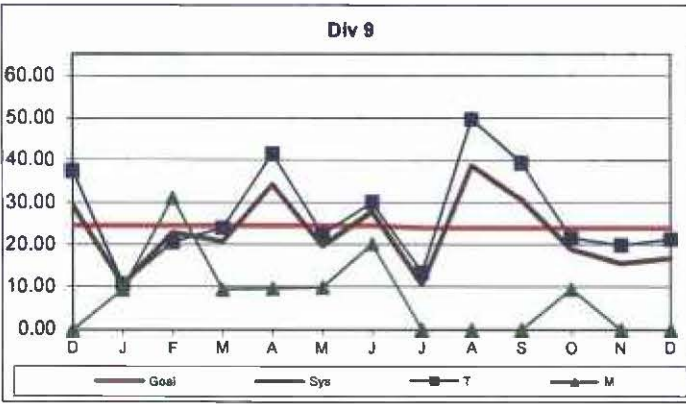
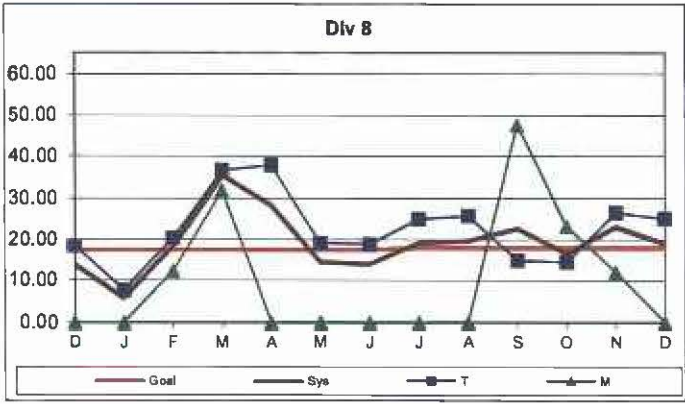
**Definition:** Number of new reported Workers Compensation Indemnity and Medical claims filed per 200,000 exposure hours. This indicator measures safety.

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



Remaining Below the Goal line is the target.





Remaining Below the Goal line is the target.



## OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS

### Systemwide and Bus Operating Divisions

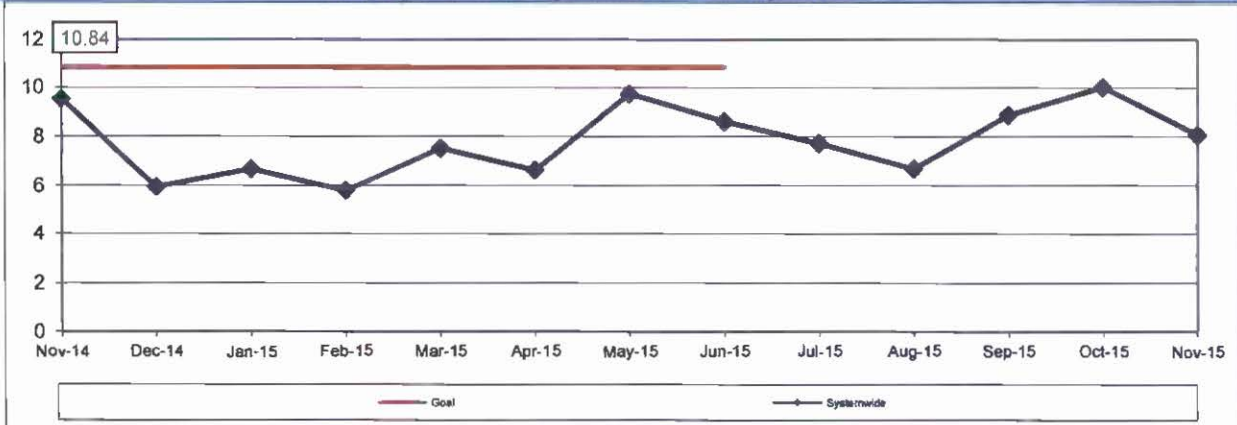
**Definition:** Work-related injuries and illnesses that result in: death, loss of consciousness, days away from work, restricted work activity or job transfer, or medical treatment beyond first aid which are filed per 200,000 exposure hours.

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

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

One month lag from current month

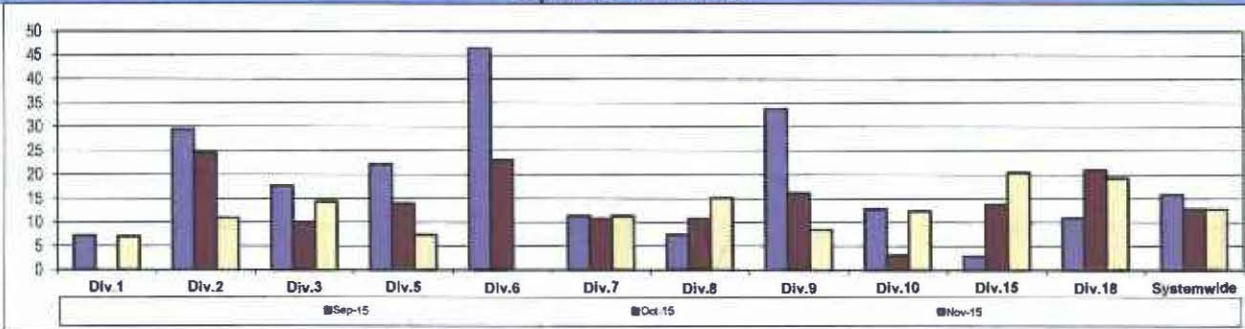
#### Bus Systemwide Operations OSHA Injuries Trend



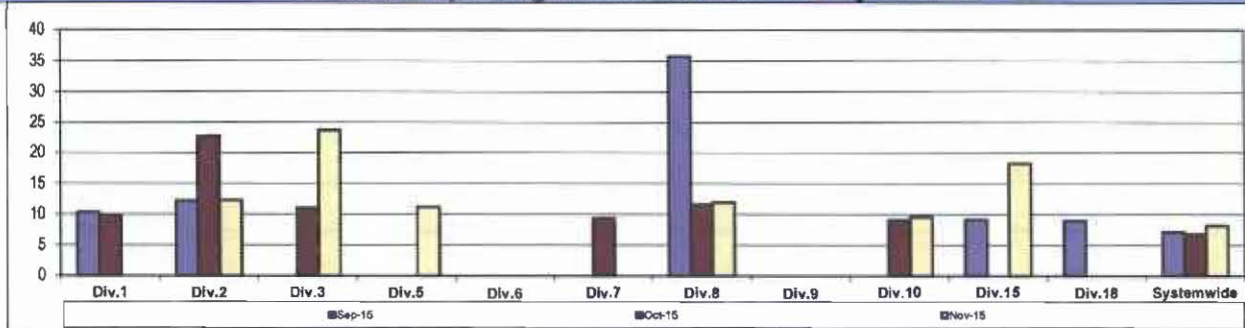
Remaining Below the Goal line is the target.

\*no FY16 target

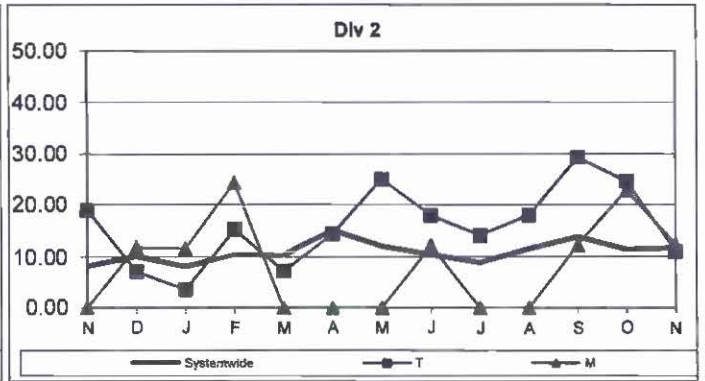
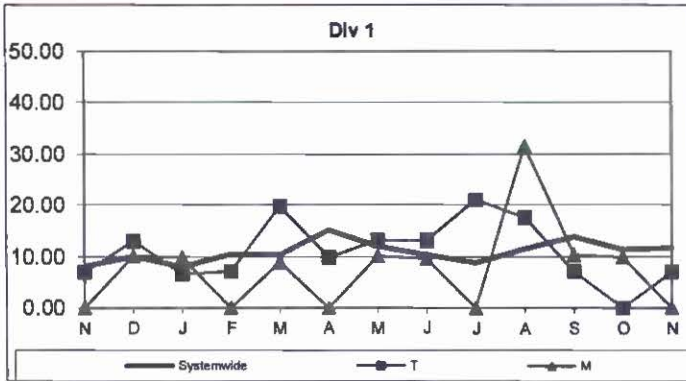
#### OSHA: Bus Operating Transportation Divisions - by Division Sep 2015 - Nov 2015



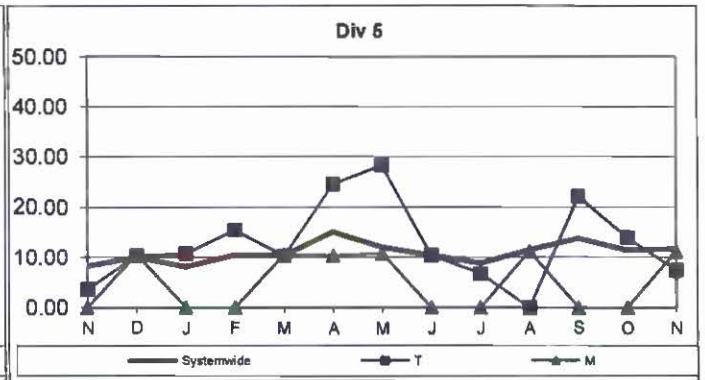
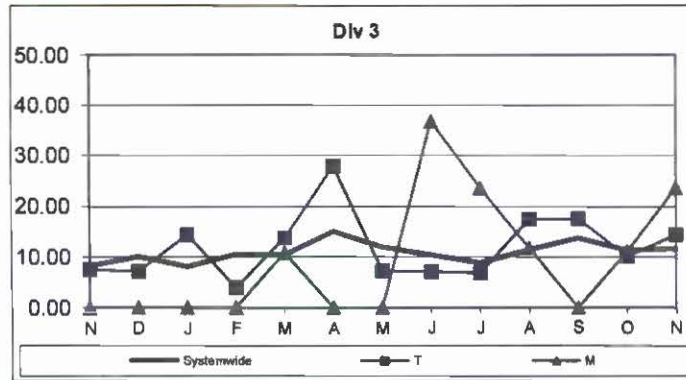
#### OSHA: Bus Operating Maintenance Divisions - by Division



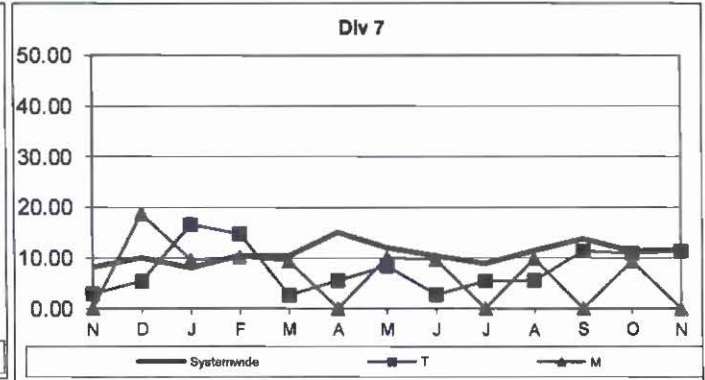
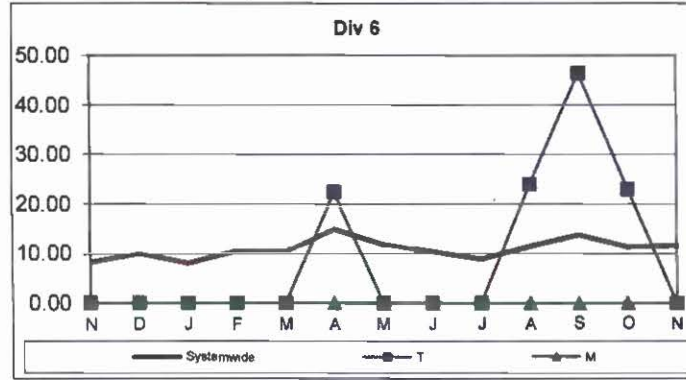
Remaining Below the Goal line is the target.  
 One month lag in reporting.



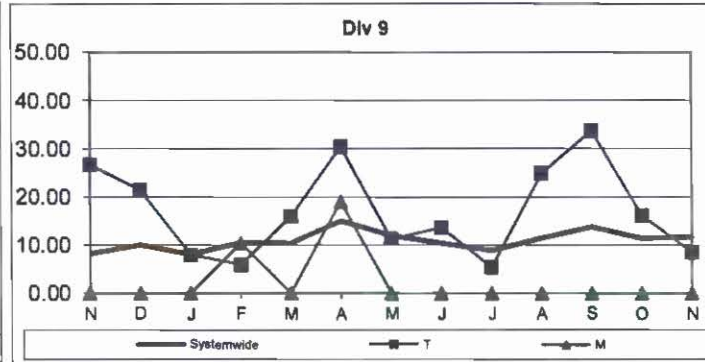
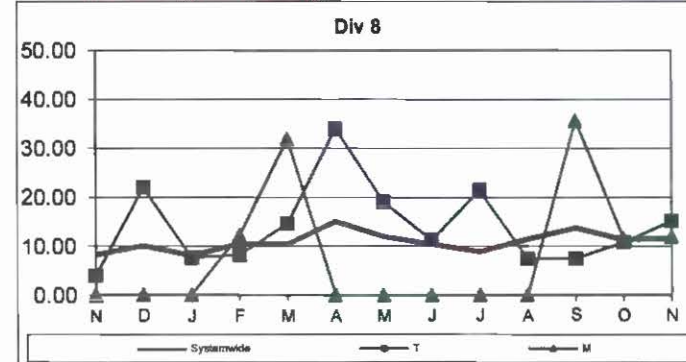
Remaining Below the Goal line is the target.  
 One month lag in reporting.



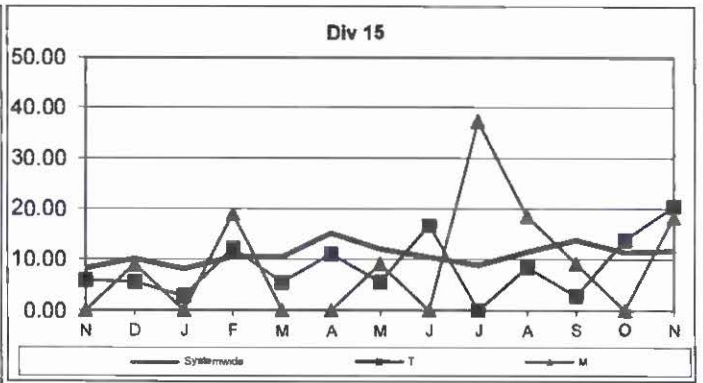
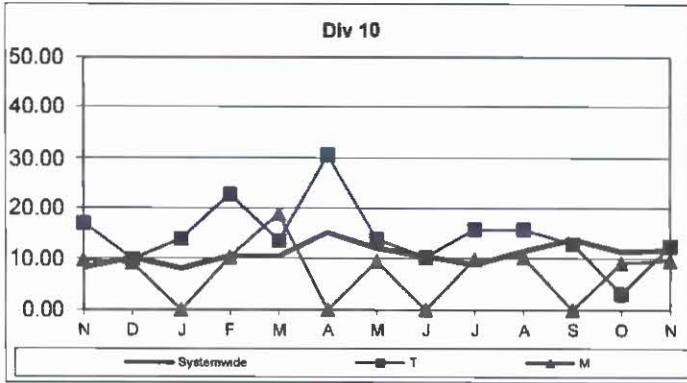
One month lag in reporting.



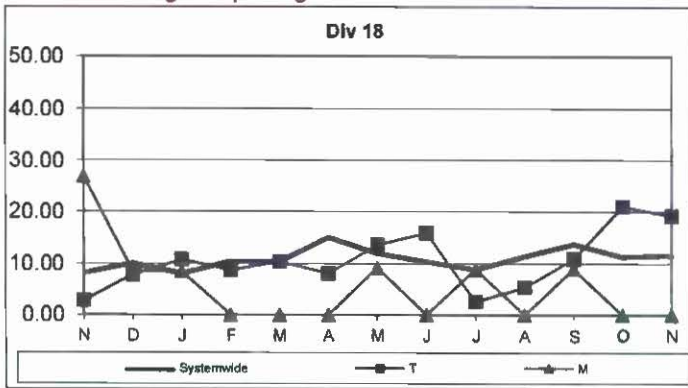
One month lag in reporting.



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



One month lag in reporting.



One month lag in reporting.



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

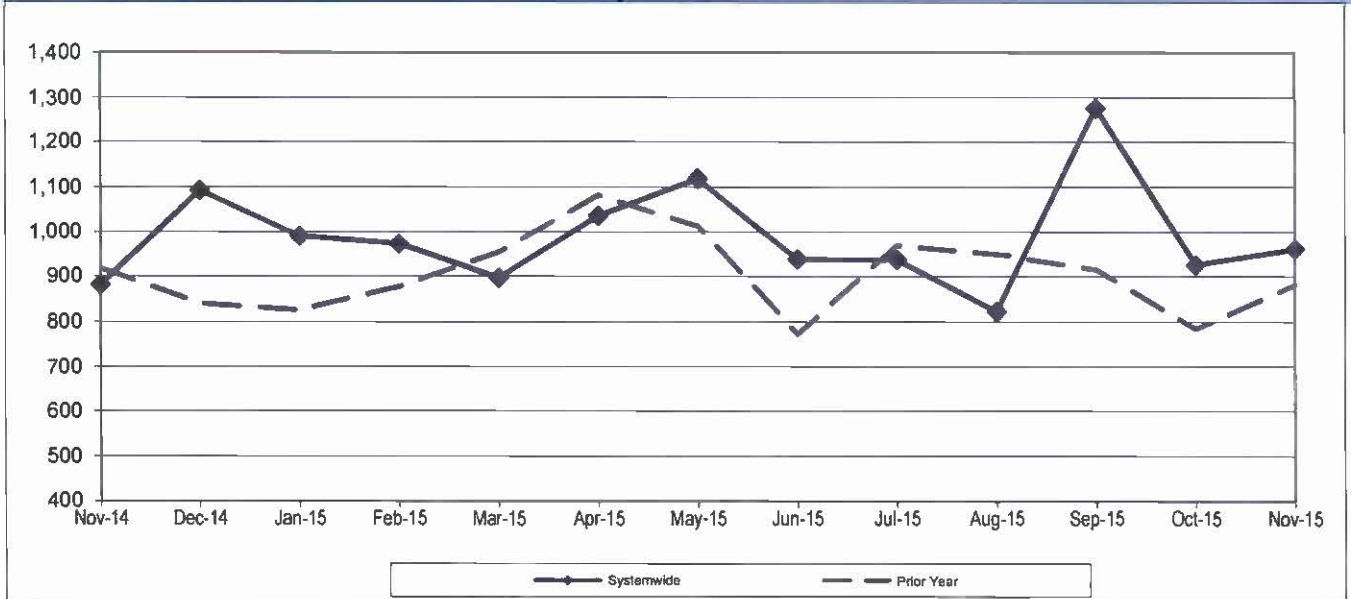
### Systemwide and Bus Operating Divisions

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

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

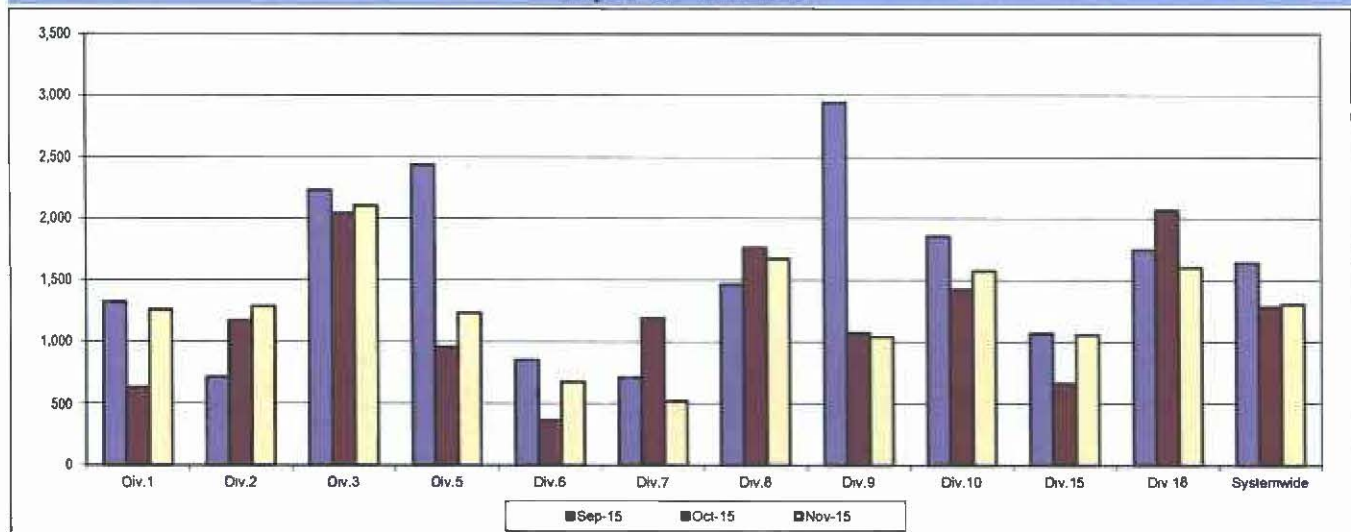
One month lag from current month

#### LWD Systemwide Trend



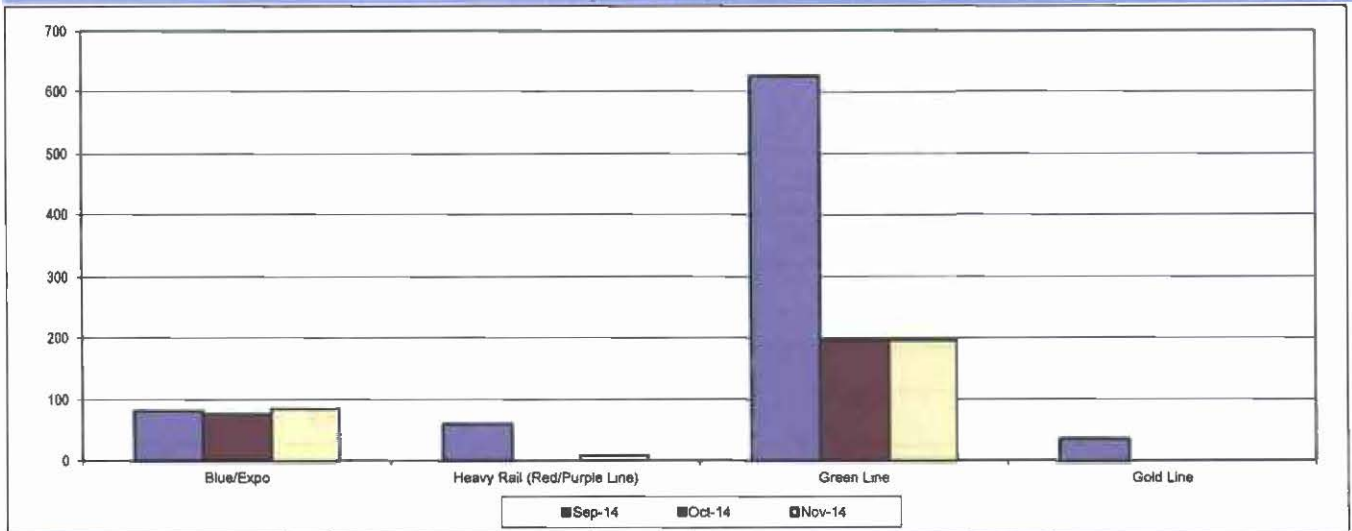
One month lag from current month

#### LWD/200,000 Exposure Hours per Operating Divisions - by Bus Division Sep 2015 - Nov 2015



One month lag from current month

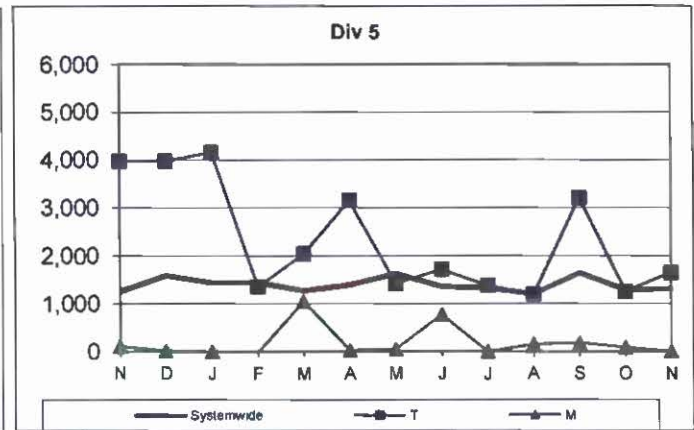
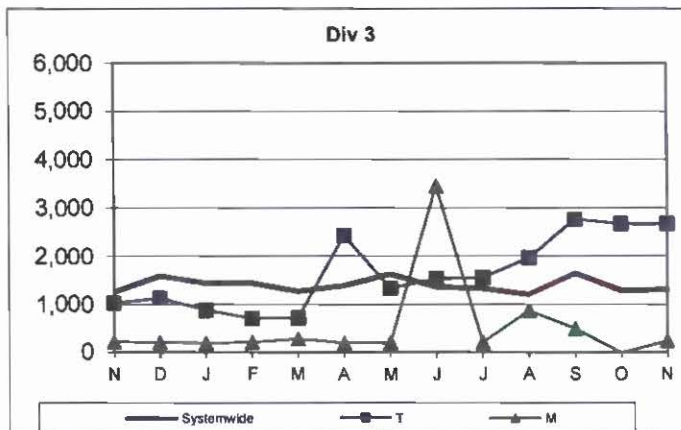
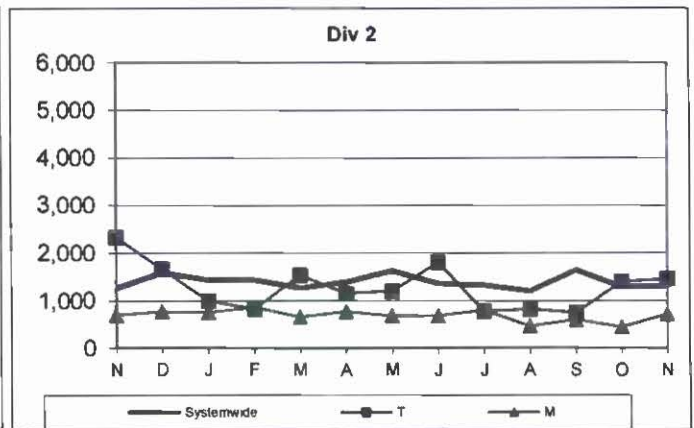
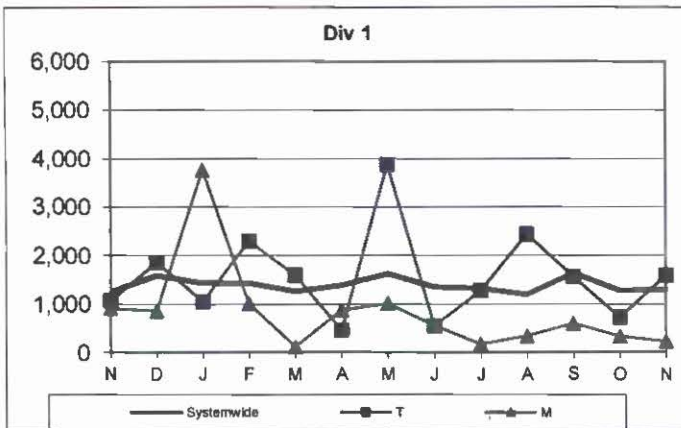
### LWD/200,000 Exposure Hours per Operating Divisions - by Rail Division Sep 2015 - Nov 2015



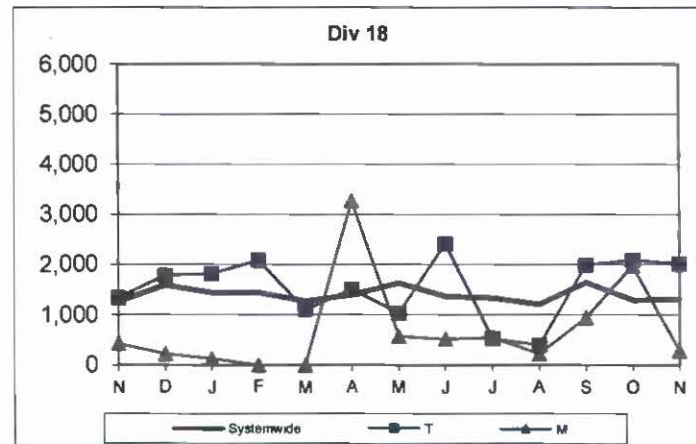
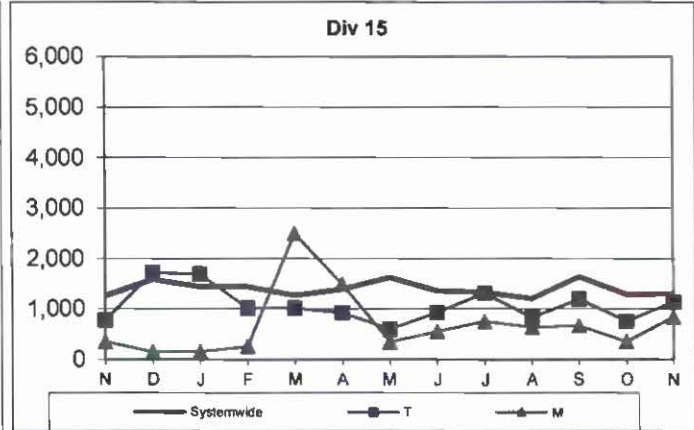
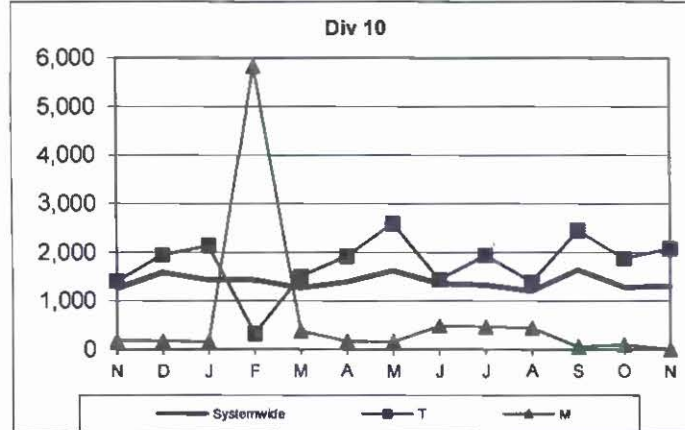
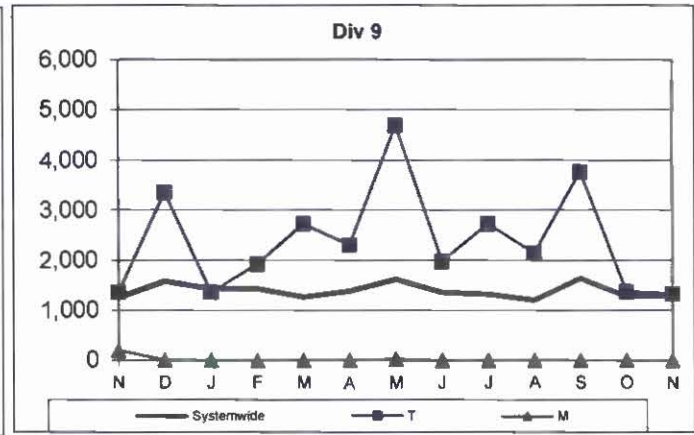
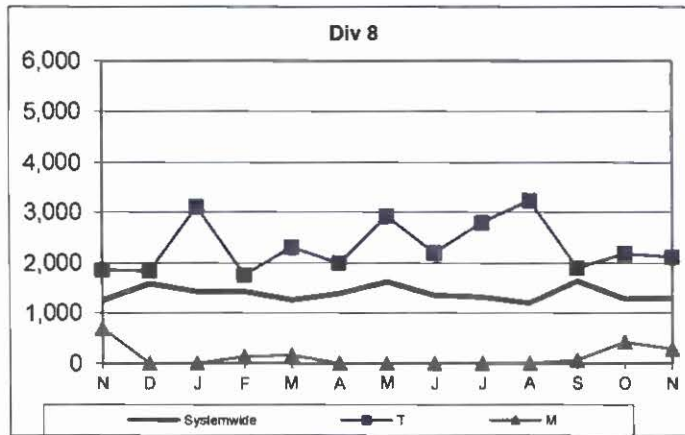
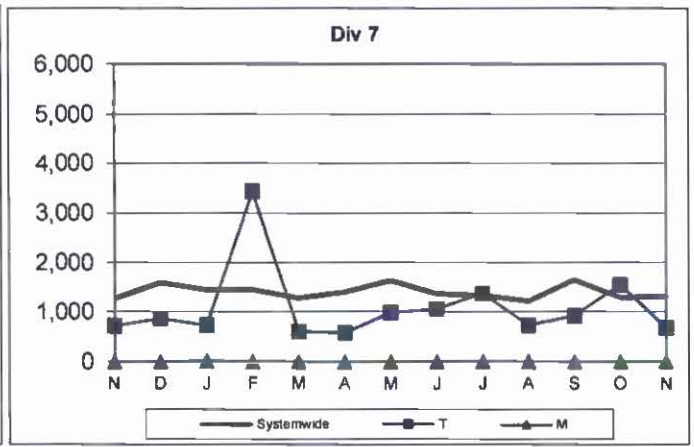
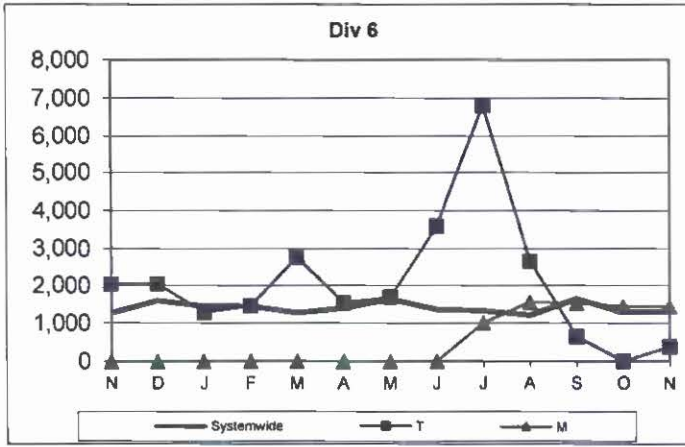
### LWD/200,000 Exposure Hours per Operating Divisions - by Bus Division

One month lag in reporting.

Lower is better.







One month lag in reporting.

**"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM**

**Monthly Calculations - Dec 2015  
Metro Bus - Maintenance**

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

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

Maintenance												
Weight	1	2	3	5	6	7	8	9	10	15	18	
In-Service On-Time Performance	10%	86.8%	71.8%	72.7%	71.8%	66.0%	70.5%	63.4%	74.7%	72.4%	74.5%	71.4%
Points	2	6	8	5	1	3	11	10	7	9	4	
Miles Between Total Road Calls	30%	3,095.5	3,827.4	4,568.6	5,185.2	7,811.7	3,936.6	4,708.1	4,077.8	3,221.8	4,500.2	3,848.0
Points	1	3	8	10	11	5	9	6	2	7	4	
Past Due PMPs	25%	1.000	0.000	0.000	0.067	0.000	0.000	0.000	0.048	0.000	0.000	0.000
Points	1	4	4	2	4	4	4	4	3	4	4	4
Bus Cleanliness	25%	8.51	8.37	8.83	8.54	8.00	8.94	8.94	8.72	8.56	8.90	8.50
Points	4	2	9	6	1	11	10	7	5	8	3	
New WC Claims /200,000 Exp Hrs	10%	0.00	0.00	25.21	0.00	0.00	17.65	0.00	0.00	8.72	0.00	0.00
Points	4	4	1	4	4	2	4	4	4	3	4	4
<b>Totals</b>		<b>2.15</b>	<b>3.40</b>	<b>6.55</b>	<b>5.90</b>	<b>5.05</b>	<b>5.75</b>	<b>7.70</b>	<b>5.70</b>	<b>3.85</b>	<b>6.40</b>	<b>3.75</b>
		<b>11</b>	<b>10</b>	<b>2</b>	<b>4</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>6</b>	<b>8</b>	<b>3</b>	<b>9</b>
Maintenance Division Ranking (Sorted)												
<b>FINAL RANKING</b>	<b>DIV.</b>	<b>8</b>	<b>3</b>	<b>15</b>	<b>5</b>	<b>7</b>	<b>9</b>	<b>6</b>	<b>10</b>	<b>18</b>	<b>2</b>	<b>1</b>
	<b>Score</b>	<b>7.70</b>	<b>6.55</b>	<b>6.40</b>	<b>5.90</b>	<b>5.75</b>	<b>5.70</b>	<b>5.05</b>	<b>3.85</b>	<b>3.75</b>	<b>3.40</b>	<b>2.15</b>
	<b>Rank</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>

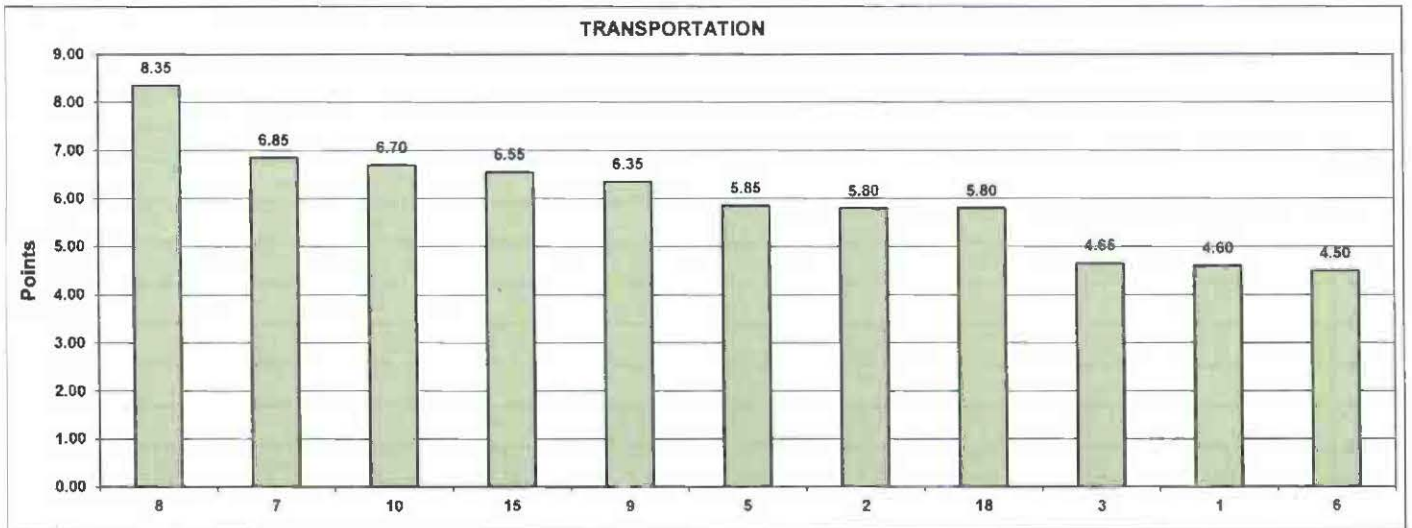


**Monthly Calculations - Dec 2015**  
**Metro Bus - Transportation**

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

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

Transportation												
Weight	1	2	3	5	6	7	8	9	10	15	18	
In-Service On-Time Performance	20%	69.8%	71.6%	72.7%	71.6%	66.0%	70.5%	83.4%	74.7%	72.4%	74.5%	73.4%
Points	2	6	8	5	1	3	11	10	7	9	4	
Accident Rate	35%	4.03	5.37	4.87	4.82	7.88	3.73	2.00	2.53	4.96	3.47	3.90
Points	6	2	4	5	1	8	11	10	3	9	7	
Complaints/100K Boardings	35%	3.88	1.71	4.69	3.32	0.00	3.62	3.62	6.62	2.46	5.18	3.85
Points	4	10	3	8	11	7	6	1	9	2	5	
New WC Claims /200,000 Exp Hrs	10%	17.17	21.62	20.90	24.51	54.95	10.84	25.07	21.27	8.29	13.73	15.64
Points	7	4	6	3	1	10	2	5	11	9	8	
<b>Totals</b>		<b>4.60</b>	<b>5.80</b>	<b>4.65</b>	<b>5.85</b>	<b>4.50</b>	<b>6.85</b>	<b>8.35</b>	<b>6.35</b>	<b>6.70</b>	<b>6.55</b>	<b>5.80</b>
		<b>10</b>	<b>7</b>	<b>9</b>	<b>6</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>8</b>
<b>FINAL RANKING</b>		<b>Transportation Division Ranking (Sorted)</b>										
DIV.	8	7	10	15	9	5	2	18	3	1	6	
Score	8.35	6.85	6.70	6.55	6.35	5.85	5.80	5.80	4.65	4.60	4.50	
Rank	1	2	3	4	5	6	7	8	9	10	11	





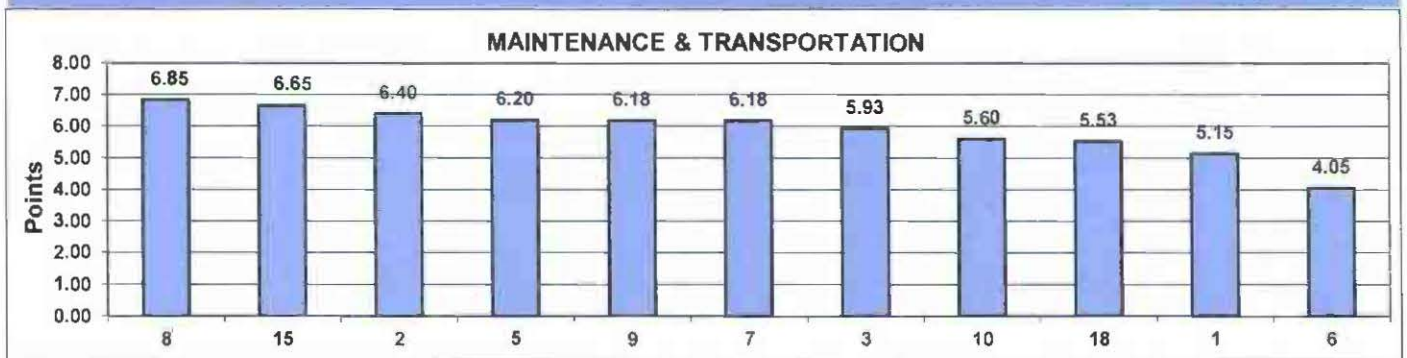
## "HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

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

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

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

Maintenance and Transportation												
Maintenance	Weight	1	2	3	5	6	7	8	9	10	15	18
In-Service On-Time Performance	5%	69.3%	70.8%	71.5%	70.8%	66.0%	69.0%	83.0%	74.2%	70.8%	73.1%	68.4%
Points		4	6	8	7	1	3	11	10	5	9	2
Miles Between Total Road Calls	15%	2,835.3	3,659.4	4,527.6	5,324.4	4,842.6	3,710.8	4,625.3	4,508.4	2,772.5	4,175.4	3,645.9
Points		2	4	8	11	10	5	9	7	1	6	3
Past Due PMPs	13%	0.083	0.000	0.000	0.039	0.041	0.022	0.044	0.020	0.000	0.000	0.000
Points		1	7	7	4	3	5	2	6	7	7	7
Bus Cleanliness	13%	8.439	8.528	8.965	8.665	5.976	8.751	8.946	8.707	8.581	8.976	8.491
Points		2	4	10	6	1	8	9	7	5	11	3
New WC Claims /200,000 Exp Hrs	5%	3.518	15.751	22.980	14.171	0.000	15.420	11.480	3.241	6.079	11.654	0.000
Points *		8	2	1	4	10	3	6	9	7	5	10
<b>Transportation</b>												
In-Service On-Time Performance	10%	69.3%	70.8%	71.5%	70.8%	66.0%	69.0%	83.0%	74.2%	70.8%	73.1%	68.4%
Points		8	6	4	5	11	9	1	2	7	3	10
Accident Rate	18%	4.935	4.722	5.393	5.224	5.966	4.997	2.476	2.902	5.448	3.823	4.855
Points		6	8	3	4	1	5	11	10	2	9	7
Complaints/100K Boardings	18%	3.382	2.255	4.229	3.621	8.279	3.663	4.120	6.254	2.939	4.981	4.287
Points		9	11	5	8	1	7	6	2	10	3	4
New WC Claims /200,000 Exp Hrs	5%	13.895	29.904	17.388	22.492	30.195	13.771	21.937	20.905	11.939	16.832	19.492
Points *		9	2	7	3	1	10	4	5	11	8	6
<b>Totals</b>		<b>5.15</b>	<b>6.40</b>	<b>5.93</b>	<b>6.20</b>	<b>4.05</b>	<b>6.18</b>	<b>6.85</b>	<b>6.18</b>	<b>5.60</b>	<b>6.65</b>	<b>5.53</b>
		<b>10</b>	<b>3</b>	<b>7</b>	<b>4</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>5</b>	<b>8</b>	<b>2</b>	<b>9</b>
<b>Maintenance and Transportation Division Ranking (Sorted)</b>												
<b>FINAL RANKING</b>	<b>DIV.</b>	8	15	2	5	9	7	3	10	18	1	6
	<b>Score</b>	6.85	6.65	6.40	6.20	6.18	6.18	5.93	5.60	5.53	5.15	4.05
	<b>Rank</b>	1	2	3	4	5	6	7	8	9	10	11



# Financial Status

## December 2015

FTA Quarterly Review  
February 24, 2016



**Metro**

*Excellence in Service and Support*



# FY16 – Indicators

- **FY16 Q2 actual cash receipts from locally imposed sales tax revenues (PA, PC, MR) increased 2.1% over same period year ago.**
- **Local unemployment data continues to stabilize relative to State and National levels:**
  - LA 5.9%, CA 5.8% and US 5.0%**
- **Inflation in the Los Angeles Metropolitan Area for the period ended Dec '15 = 2.0% over Dec '14**
  - Excluding Food and Energy, core inflation grew to 2.8%**
- **Price of Regular Unleaded gasoline remained highly variable over the course of the calendar year 2015. Low – \$2.45; High - \$4.30**
- **Transit indicators – FY 16 Q2**
  - Ridership versus prior year**
    - Bus: -5.9%**
    - Rail: -6.1%**
    - Total: -6.0%**
  - Fare revenues -12.6% vs prior year**



# FY16 Q2 – Highlights

- **Board adopted Title VI and Environmental Justice findings for Metro’s Expo Line extension to Santa Monica and the Gold Line Foothill Extension to Azusa**
- **Directed staff to perform a Cost/Benefit Analysis of Metro’s Contribution to Metrolink.**
- **Completed construction of Division 13 Bus Operating and Maintenance Facility**

# FY16 Q3 Look Ahead

- **Preparation of FY 17 Budget – Zero Based including RAM implementation.**
- **Preparations continue for the anticipated opening of the Metro Gold Line Foothill Extension – Saturday March 5, 2016 and Expo Extension to Santa Monica (TBD).**
- **Preparing staff recommendations for Metro’s Board consideration on a potential ballot measure.**



Los Angeles County  
Metropolitan Transportation Authority

# METRO CONSTRUCTION SAFETY FTA Quarterly Review Meeting February 24, 2016



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# CONSTRUCTION SAFETY QUARTERLY REPORT



Crenshaw/LAX Transit Project

## CRENSHAW/LAX TRANSIT PROJECT

- ❑ Metro participated in WSCC Tool-Box Safety Meetings November 2<sup>nd</sup>, 9<sup>th</sup>, 16<sup>th</sup>, 23<sup>rd</sup>, 30<sup>th</sup>, and December 7<sup>th</sup>, 14<sup>th</sup>, 21<sup>st</sup>
- ❑ Metro participated in WSCC Executive Safety Meeting on December 7<sup>th</sup>.
- ❑ Cal/OSHA Citation received December 14<sup>th</sup> regarding Regulatory Access/Egress Issues. Citation under Appeal by WSCC & Metro.
- ❑ WSCC and Metro conducted Safety Audits on November 10<sup>th</sup> and December 15<sup>th</sup>.
- ❑ Project-to-Date Total Work Hours: 1,991,129  
Recordable Injuries as of December 2015: 15  
Project Rate per 200,000 Labor Hours: 1.5  
National Heavy Construction Rate: 3.2



**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: 628,763
- Total Time Away Injuries as of November 2015: 1
- Project Rate per 200,000 Labor Hours: 0.31
- National Heavy Construction Time Away Rate: 1.8

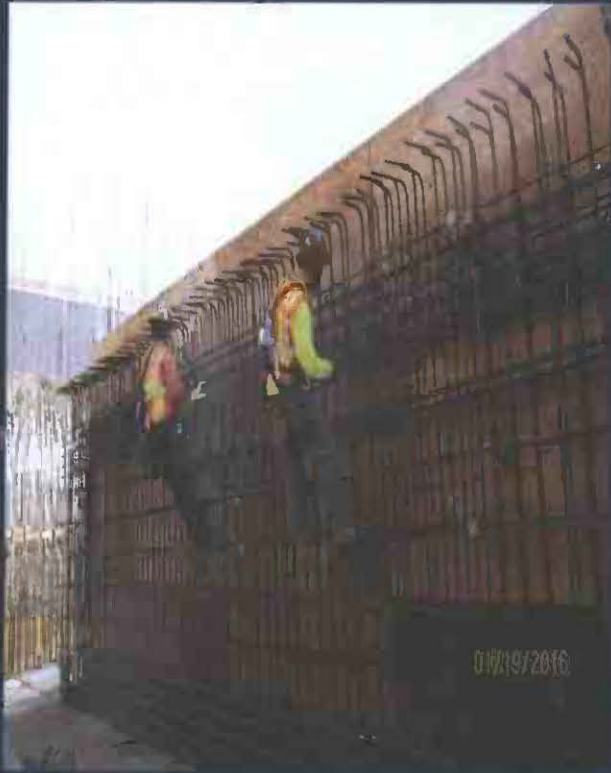


Regional Connector Transit Corridor Project

## REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT

- Project-to-Date Total Work Hours: 603,203
- Recordable injuries as of November 2015: 3
- Project Rate per 200,000 Labor Hours: 0.99
- National Heavy Construction Incident Rate: 3.2

# 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.
- Participated in weekly progress meetings to discuss safety / security and quality related issues and work schedules.



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# Crenshaw/LAX Transit Project

FTA QUARTERLY REVIEW – February 24, 2016



# Crenshaw/LAX Transit Project Overview





# Crenshaw/LAX Transit Project

## Budget By FTA SCC

UNITS IN DOLLARS

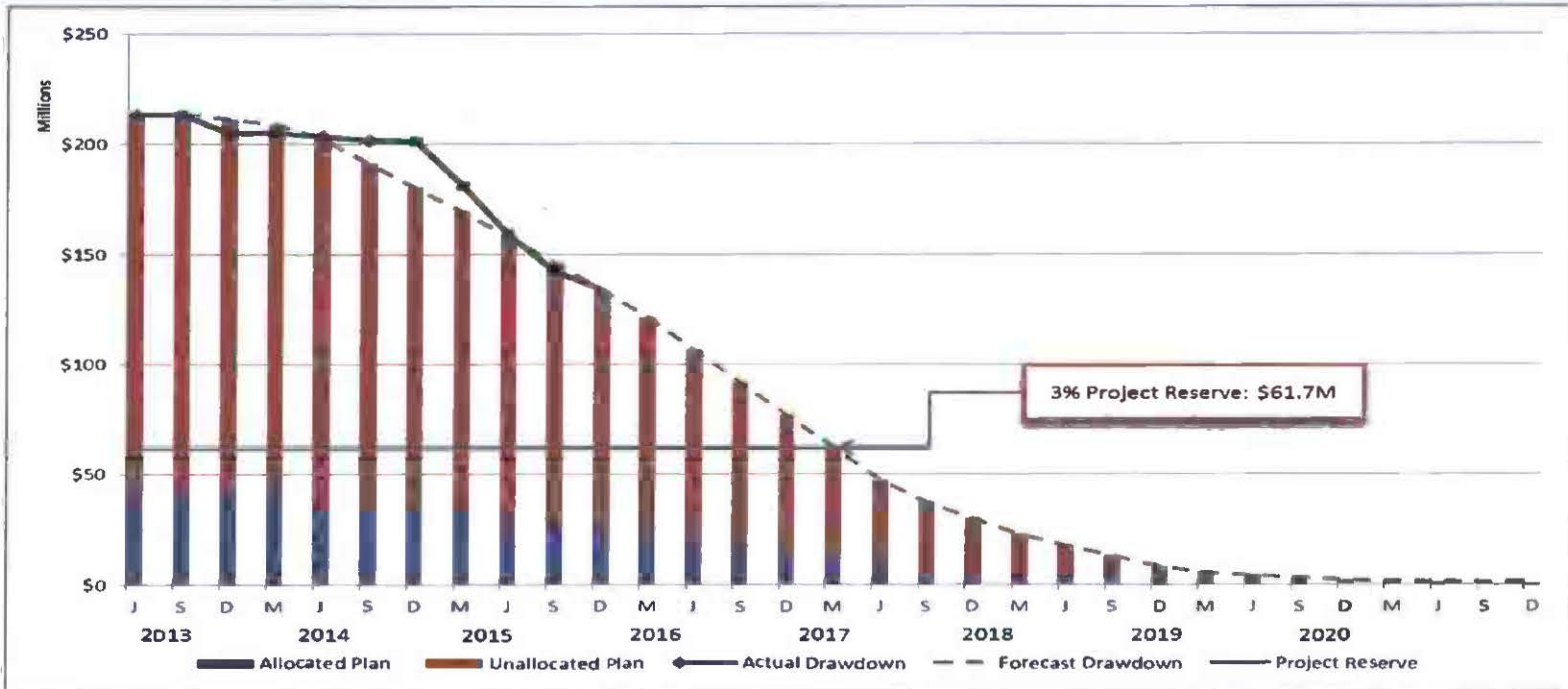
SCC CODE	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		CURRENT BUDGET/ FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
10	GUIDEWAYS	471,335,000	-	452,500,001	-	443,195,043	20,331,863	118,342,956	-	450,354,375	(2,145,626)
20	STATIONS	153,906,000	-	316,050,000	282,387	301,776,720	5,879,240	119,868,667	-	315,050,000	(1,000,000)
30	SOUTHWESTERN YARD	66,673,000	-	73,245,544	-	70,713,923	4,871,919	8,636,227	-	71,164,000	(2,081,544)
40	SITWORK/SPECIAL CONDITIONS	235,576,000	-	348,565,999	860,255	361,259,361	6,095,563	234,625,950	809,419	373,266,291	24,700,292
50	SYSTEMS	125,132,000	-	169,311,000	(114,425)	152,322,830	198,506	1,840,499	-	169,436,000	125,000
<b>CONSTRUCTION SUBTOTAL (10-50)</b>		<b>1,052,622,000</b>	<b>-</b>	<b>1,359,672,544</b>	<b>1,028,217</b>	<b>1,329,267,877</b>	<b>37,377,092</b>	<b>483,314,298</b>	<b>809,419</b>	<b>1,379,270,666</b>	<b>19,598,122</b>
60	RIGHT-OF-WAY	132,294,000	-	127,400,000	1,943	113,575,244	1,404,049	110,982,817	-	127,490,000	90,000
70	LRT VEHICLES	87,780,000	-	82,100,000	-	82,050,901	-	11,452,422	-	82,100,000	-
80	PROFESSIONAL SERVICES	273,147,000	-	300,093,178	907,067	245,852,139	4,358,254	207,459,652	3,707,411	338,988,382	38,895,204
<b>CONSTRUCTION SUBTOTAL (10-50)</b>		<b>1,545,843,000</b>	<b>-</b>	<b>1,869,265,722</b>	<b>1,937,227</b>	<b>1,770,746,160</b>	<b>43,139,395</b>	<b>813,209,188</b>	<b>4,516,830</b>	<b>1,927,849,048</b>	<b>58,583,326</b>
90	UNALLOCATED CONTINGENCY	177,157,000	-	162,734,278	-	-	-	-	(4,516,830)	104,150,952	(58,583,326)
100	FINANCE CHARGES	-	-	-	-	-	-	-	-	-	-
<b>TOTAL PROJECT 865512 with SWY 49% (10-100)</b>		<b>1,723,000,000</b>	<b>-</b>	<b>2,032,000,000</b>	<b>1,937,227</b>	<b>1,770,746,160</b>	<b>43,139,395</b>	<b>813,209,188</b>	<b>-</b>	<b>2,032,000,000</b>	<b>-</b>
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	-
<b>TOTAL PROJECTS 405512 &amp; 465512 (ENV / PLAN'G)</b>		<b>26,000,000</b>	<b>-</b>	<b>26,000,000</b>	<b>-</b>	<b>25,549,388</b>	<b>-</b>	<b>25,549,388</b>	<b>-</b>	<b>26,000,000</b>	<b>-</b>
<b>TOTAL PROJECTS 405512, 465512 &amp; 865512</b>		<b>1,749,000,000</b>	<b>-</b>	<b>2,058,000,000</b>	<b>1,937,227</b>	<b>1,796,295,548</b>	<b>43,139,395</b>	<b>838,758,576</b>	<b>-</b>	<b>2,058,000,000</b>	<b>-</b>

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH 02-JAN-2016.





# Budget Contingency Drawdown

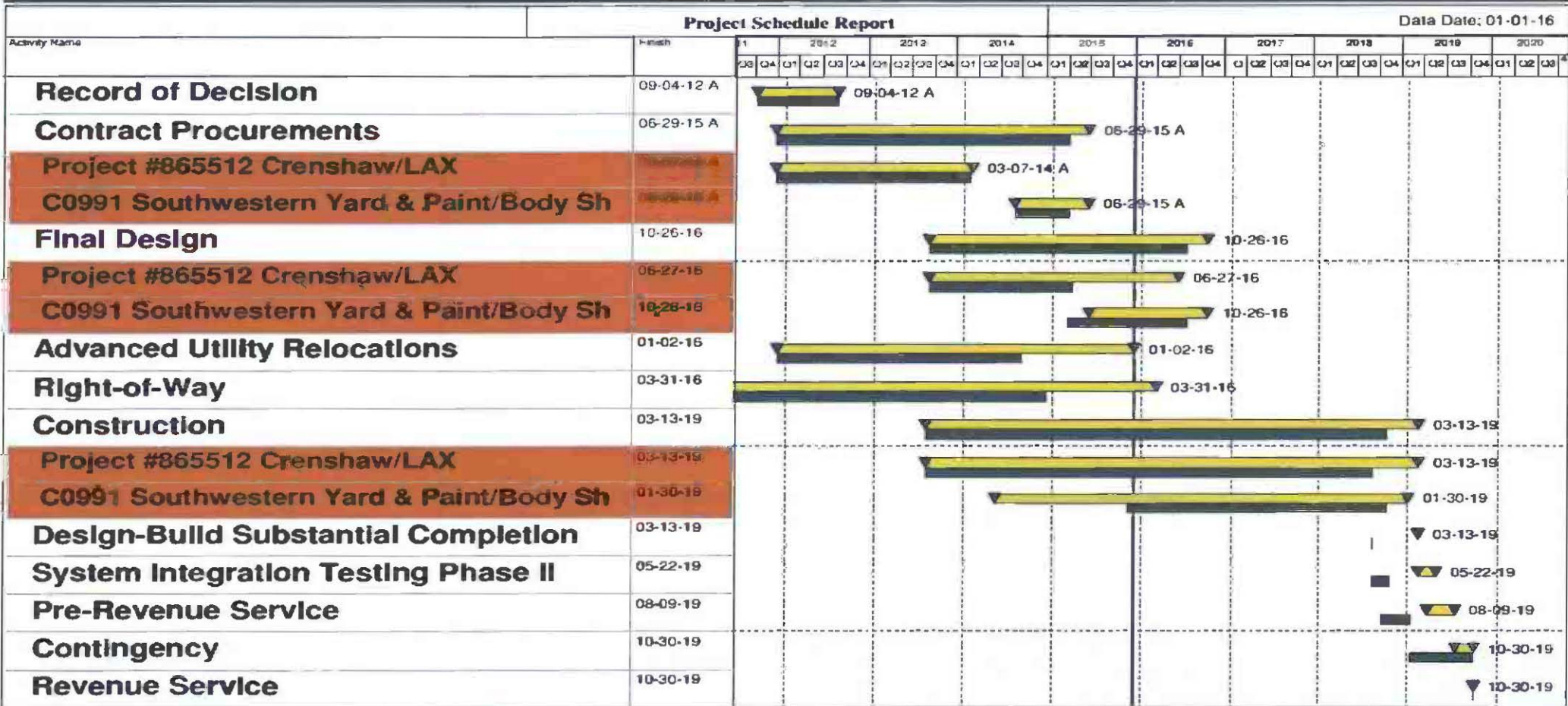


PROJECT COST CONTINGENCY (through 02-Jan-2016)					
UNITS IN DDOLLARS					
	Original Contingency (Budget)	Previous Period	Current Period	To-Date	Remaining Contingency (Forecast)
Unallocated Contingency	173,500,000	(64,832,218)	(4,516,830)	(69,349,048)	104,150,952
Allocated Contingency	40,366,792	(10,355,208)	9,839	(10,345,369)	30,021,423
<b>Total Contingency</b>	<b>213,866,792</b>	<b>(75,187,426)</b>	<b>(4,506,991)</b>	<b>(79,694,418)</b>	<b>134,172,374</b>



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# Crenshaw/LAX Transit Project Design and Construction Schedule

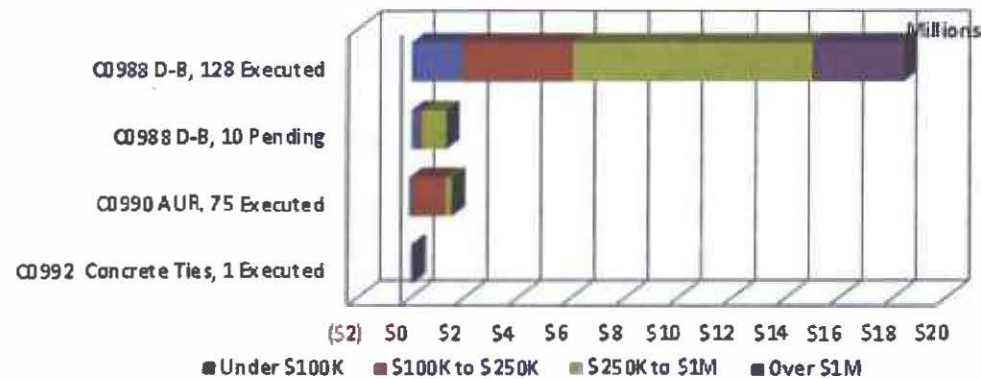


Summary  
 Baseline Summary  
 Milestone



# Status of Change Orders

Contract Modifications by Cost Level



	C0988	C0990	C0992
	128 Executed	75 Executed	1 Executed
Under \$100K	\$ 1,874,756	\$ (70,251)	\$ 81,738
\$100k to \$250K	\$ 4,149,410	\$ 1,280,184	\$ -
\$250K to \$1M	\$ 8,952,391	\$ 251,864	\$ -
Over \$1M	\$ 3,386,736	\$ -	\$ -
<b>Total</b>	<b>\$ 18,363,293</b>	<b>\$ 1,461,797</b>	<b>\$ 81,738</b>
<b>% of Contract</b>	<b>1.44%</b>	<b>18.68%</b>	<b>3.78%</b>

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

One hundred and twenty eight (128) changes with a total value of \$18.36 million have been executed since execution of Contract C0988. There are additional ten (10) changes with a total value of \$1.31 million are pending the administrative approval process.

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

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



**Metro**

# Crenshaw/LAX Transit Project

## Contract Modifications Above \$100,000

Contract Number	Contract Modification Number	Contract Modification Description	Amount	Date Issued	Modification Type				
					HZ	CR	FLS	UT	OTH
C0988 Design-Build	14	Hazardous Material Abatement Parcel	\$ 260,338.90	05/05/14	v				
	15	Hazardous Material Abatement-Florence	\$ 481,555.20	05/05/14	v				
	26	MRDC - Full Height Platform End Gate	\$ 194,412.00	07/28/14		v			
	27	Rail Design Criteria Update - LED Light	\$ 407,242.00	07/29/14		v	v		
	28	MRDC - Park & Ride Lot ETEL	\$ 407,552.00	08/12/15					v
	29.1	Traffic Control for DWP at MLK	\$ 113,232.00	08/27/14				v	
	29.2	Adjust Traffic Control to support DWP Utility at MLK	\$ 112,216.00	05/20/15					v
	31	Security Guard for the Crenshaw IPMO	\$ 102,757.54	08/27/14			v		v
	35	Hazardous Material Abatement - Gourmet Foods Building	\$ 341,074.00	10/22/14	v				
	36	Hazard Material Abatement - Buildings	\$ 211,166.00	10/08/14	v				
	40.1	ADA Tactile Guidance Pathways	\$ 565,376.00	02/04/15		v			
	43	HVAC Repair/replacement LAX IPMO	\$ 119,630.00	11/25/14					v
	45	Construct Underground HDPE - Geo Cushion	\$ 697,495.00	12/30/14		v	v		
	51	UST Removal-Parcels HS-2101, HS-2006	\$ 176,376.00	01/12/15	v				
	52	Update Roll-up Grilles and Pay Phone Kiosk	\$ 136,597.00	12/24/14		v			
	53	Contaminated Soil/Slurry	\$ 240,218.00	12/29/14	v				
	58.1	Extended Siding Track - Design	\$ 274,876.55	03/12/15					v
	62	Design Centinela Crossing/Eucalyptus	\$ 251,158.00	04/01/15					v
	63	Harbor Subdivision At-Grade Lighting	\$ 216,080.00	03/06/15			v		
	73	Dollar Rent-A-Car Facility Material Removal	\$ 204,924.00	05/20/15	v				
	74	Access to Covered Manholes Blocked Sewer Microbiologically Influenced Corrosion Control System	\$ 1,076,736.00	08/05/15		v			v
	84	Electrical Metering Switchgear	\$ 610,300.00	09/03/15					v
	92	Abandoned 8", 10" Pipe - Vernon	\$ 222,752.00	10/01/15				v	
	96	Electrical Ductbanks at Expo Station	\$ 541,193.00	11/16/15			v		
	97	Deflection Monitoring Counterweight Removal	\$ 155,461.00	10/19/15					v
	100	Additional Rebar at Deck Panel	\$ 282,386.56	11/02/15					v
101	Security Guard for the Crenshaw IPMO - Yr 2	\$ 171,919.90	11/04/15			v		v	
104	Contaminated Soil in various areas	\$ 387,257.46	11/17/15	v					
114	DWP Vault Relocation at MLK	\$ 125,614.66	12/21/15				v		
<b>TOTAL</b>			<b>\$ 9,287,896.77</b>						
C0990 Advanced Utility Relocations	2	Contaminated Soil Disposal at 59th	\$ 251,864.00	01/18/13	v				
	10	Contaminated Soil Disposal at 67th	\$ 118,067.00	05/01/13	v				
	12	La Brea Deletion	\$ (1,050,000.00)	07/26/13				v	
	22	Design Changes by DWP	\$ 143,000.00	12/19/13				v	
	28	Trench Stabilization on Victoria Avenue	\$ 123,500.00	11/07/13				v	
	29	Differing Site Conditions - Cave-In	\$ 219,675.00	11/12/13				v	
	30	59 Days Due to Differing Site Conditions	\$ 171,895.74	01/27/14				v	
	31	Jack and Bore Sewer Installation on 59th	\$ 210,000.00	03/04/14				v	
	33	Trench Cave-In on Victoria, Harbor Subdivision	\$ 188,946.00	02/10/14				v	
	38	Deletion of South Victoria Crossing	\$ (103,000.00)	05/29/13				v	
40	Manhole Replacement on 67th Street	\$ 105,000.00	04/11/14				v		
<b>TOTAL</b>			<b>\$ 379,047.74</b>						

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





# Crenshaw/LAX Transit Project

## Non-Project Funded Changes

Contract Number	Contract Modification Number	Contract Modification Description	Amount	Date Issued
C0988 Design Build	7	Design Aviation/Century Future Pedestrian Vertical Circulation	\$ 366,400.00	12/20/13
	8	Design Aviation/Century Future Right	\$ 47,820.00	12/20/13
	9	Design and Protect for Future Potential LAX Intermodal Transportation and Potential ConRac Facility at Manchester Square Aviation Blvd. in the Vicinity of 98th Street	\$ 120,458.00	12/20/13
	12	Fare Gates for At-Grade Stations	\$ 239,000.00	03/24/14
	13	Fare Gates for At-Grade Construction	\$ 2,310,000.00	06/06/14
	17	Construct Century Boulevard Future Right	\$ 122,503.49	06/06/14
	18	Const Protect Future Transit Corridor - 98th	\$ 240,434.34	06/06/14
	33	Fare Gates for At-Grade Stations - Revised Steel Canopy Sections	\$ (66,254.00)	09/11/14
	56	Station Architectural Standards Design	\$ 69,162.00	10/21/15
	60	Design Accommodations for 96th Street Station - Step 1 & 2, Part A	\$ 641,378.28	03/13/15
	82	96th Street Station West Option Analysis	\$ 17,333.52	07/31/15
	89	At-Grade Station Ticketing Zone Architecture	\$ 70,074.00	10/19/15
	90	Utility Investigation at 96th Street Station - Step 1 & 2, Part A	\$ 35,808.21	10/20/15
	112	(HNTB Design) West Alignment Shift - 96th Street Accommodations	\$ 922,997.00	01/22/16
	125	(LKC Design) West Alignment Shift - 96th Street Accommodations	\$ 217,638.00	01/25/16
<b>TOTAL</b>			<b>\$ 5,354,752.84</b>	



**Metro**



# Major Project Status

## Construction Progress Status

- **Advanced Utility Contract C0990**
  - Contractor and Metro have settled outstanding claims and as a result, Contractor has executed an agreement with LACMTA.
  - Anticipate LACMTA Board Approval on February 25, 2016. Terms of the agreement are subject to LACMTA Board approval.
- **Design-Build Contract C0991 – Southwestern Yard**
  - Baseline Schedule Approved.
  - Contractor and Metro staff moved-into IPMO on December 15, 2015.
  - Yard Charette, C0991/C0988 Interface Coordination and Yard Signaling Design meetings on going.

# Major Project Status

## Construction Progress Status

- **Design-Build Contract C0988**

- WSCC is proceeding all along alignment except in Park Mesa Heights section (Crenshaw Street between 48th and 59th ).
- Completed initial six tunnel trial rings fabrication and commenced full tunnel segment production. Continued TBM assembly at the Bellanca Yard.
- The underground structure No. 1 in front of the LAX runways is continuing with excavation, installation of struts and wales and initial concrete activities.
- Placing invert slabs and continuing north to south at Expo/Crenshaw Station.
- Contractor mitigated eighty one (81) days of negative float removing Park Mesa Heights work off the critical path. Tunneling activities at Exposition/Crenshaw Station are on critical path. Contractor is one hundred fifty-one (151) days behind schedule leading to substantial completion milestone (2018).
- Negotiations continue for the 96<sup>th</sup> Street Station accommodation.



**Metro**

# Major Project Status

## Construction Progress Status

- **Community Relations**

- Pile installation at UG#3 caused numerous complaints of vibration and concrete damage. Construction Relations are working with WSCC to minimize the impact and submit claims for damages.
- The TBM Artwork and Naming Contest commence in October and ended on December 1, 2015. More than 50,000 votes received. The Tunnel Boring Machine name selected is “Harriet”.

- **Safety**

- Through December 2015 , contractor safety record was better than industry average
- WSCC reported 102,744 work hours without recordable incident for the month

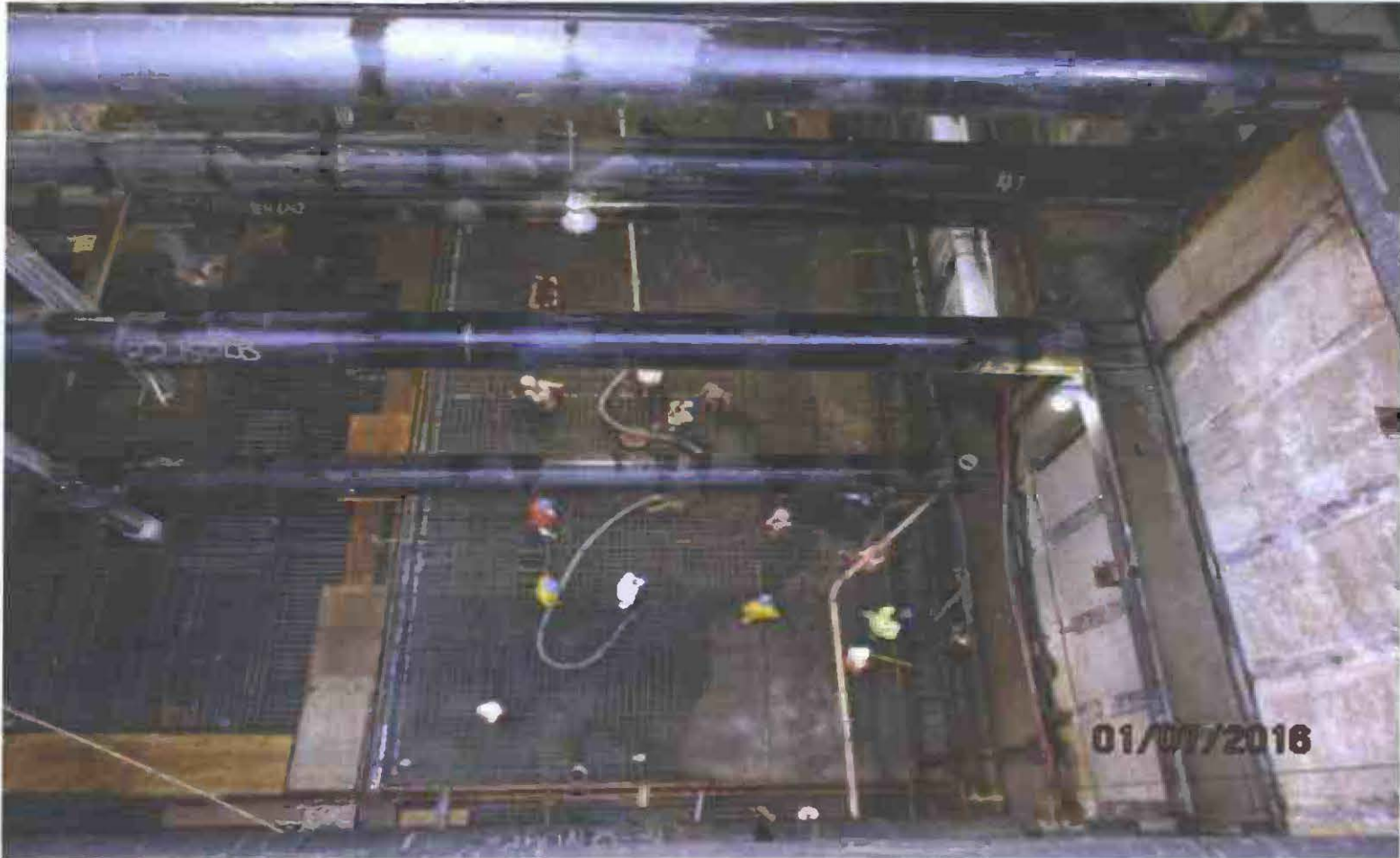




# Top Risks and Mitigations

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

# Construction Photos



**Metro**

Exposition/Crenshaw Station – Placement of Invert Slab



# Construction Photos

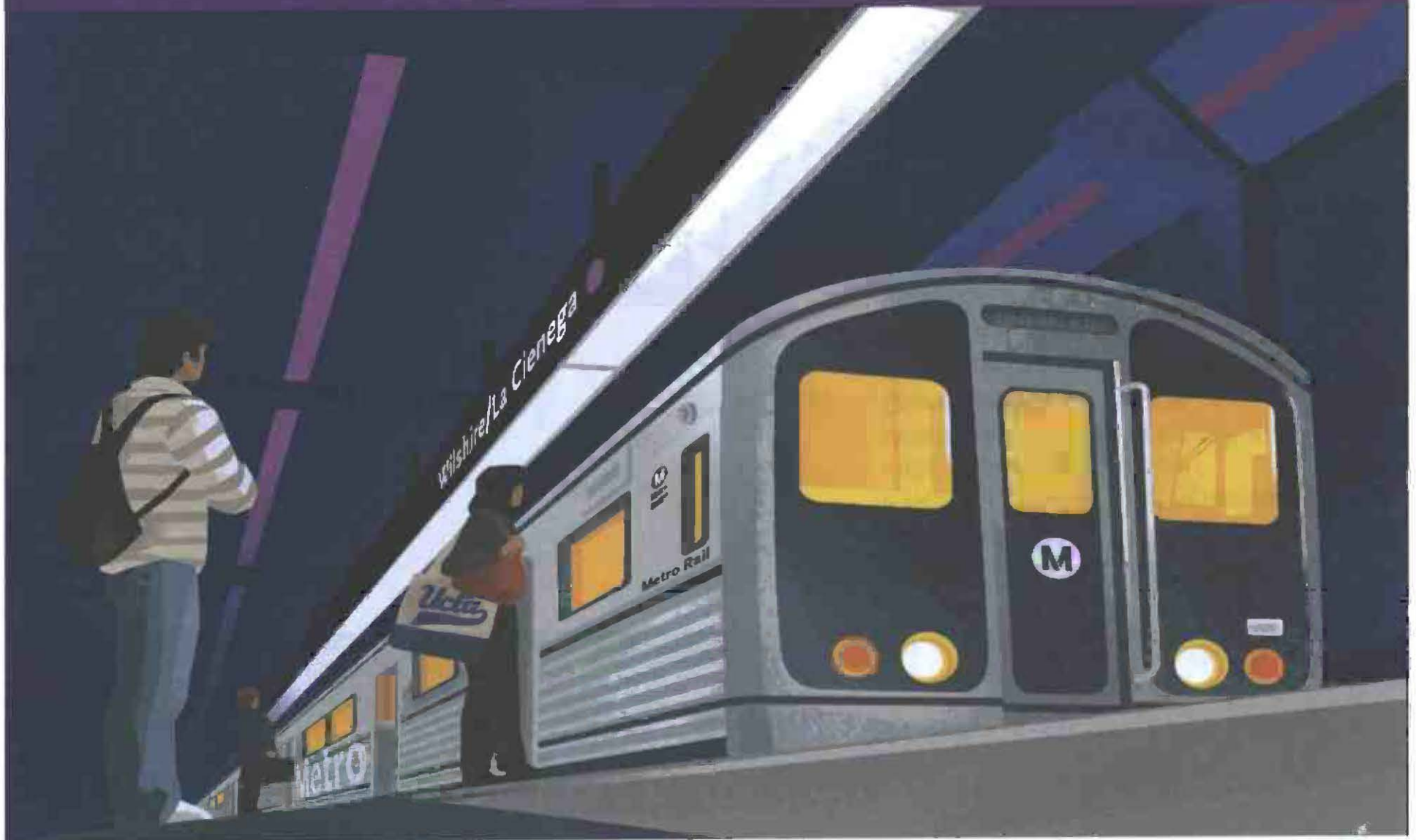


Aviation/Century Bridge – Hinge restrainer sleeves and girder stem formwork installed



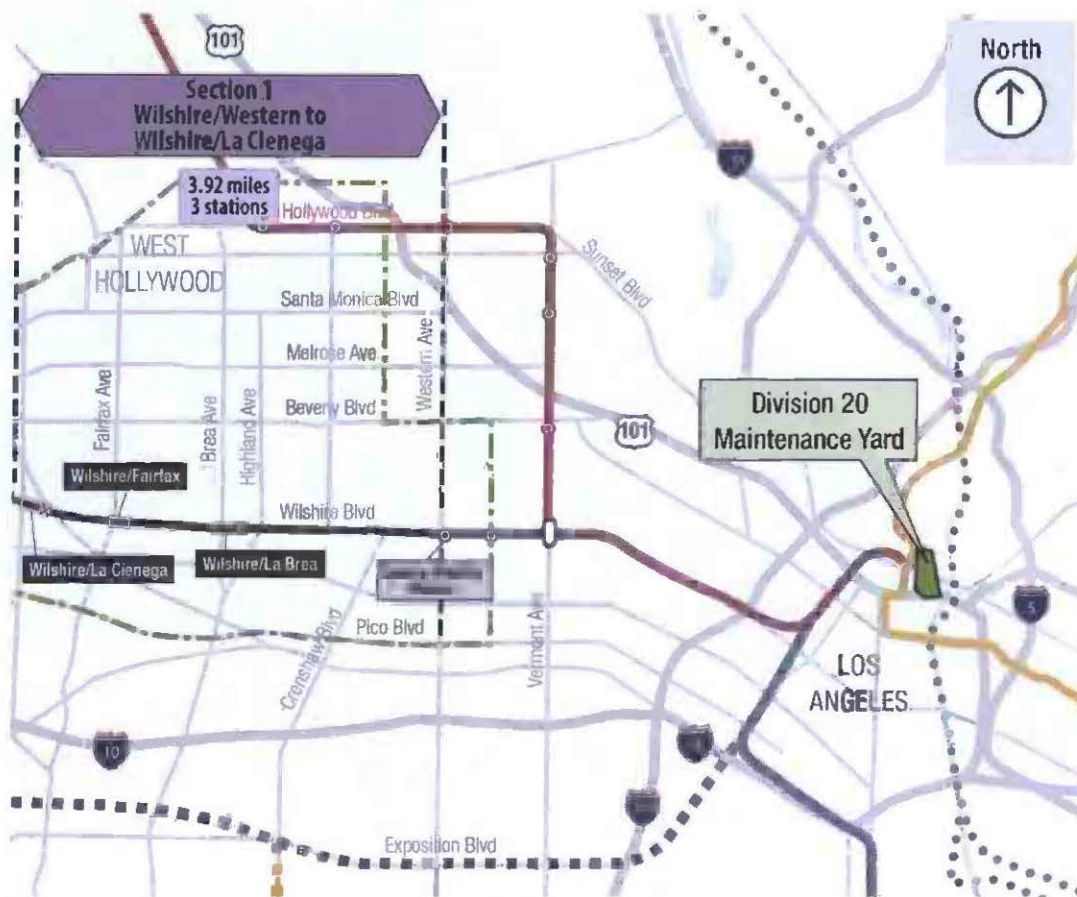
**Metro**

Westside Purple Line Extension Section 1 Project  
FTA Quarterly Review Meeting  
February 24, 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:
  - FFGA – October 31, 2024
  - Forecast – November 8, 2023

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

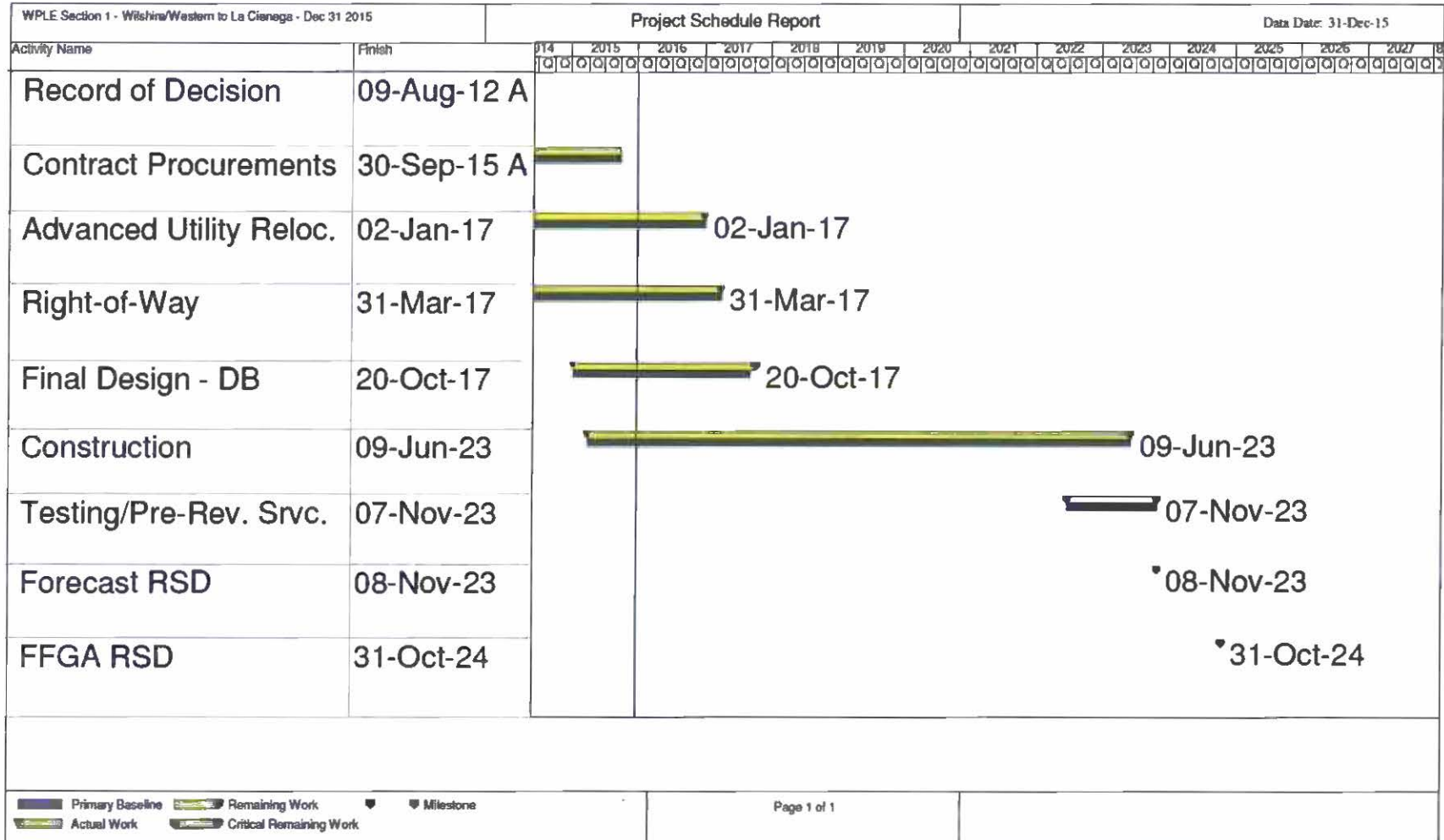
DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	APPROVED FFGA BUDGET	CURRENT FFGA BUDGET	COMMITMENTS	EXPENDITURES	CURRENT FFGA FORECAST	CURRENT FFGA BUDGET / CURRENT FORECAST VARIANCE
10	GUIDEWAY & TRACK ELEMENTS	565,080	380,680	380,970	1,820	380,970	290
20	STATIONS, STOPS, TERMINALS, INTERMODAL	570,051	431,981	435,105	2,668	435,105	3,124
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	39,086	37,673	34,198	-	34,198	(3,475)
40	SITework & SPECIAL CONDITIONS	139,820	745,771	755,938	358,107	770,071	24,301
50	SYSTEMS	123,579	111,625	97,662	6,987	111,821	196
<b>CONSTRUCTION SUBTOTAL (10-50)</b>		<b>1,437,616</b>	<b>1,707,730</b>	<b>1,703,873</b>	<b>369,582</b>	<b>1,732,165</b>	<b>24,435</b>
60	ROW, LAND, EXISTING IMPROVEMENTS	212,475	135,103	175,634	123,389	135,103	-
70	VEHICLES	160,196	160,196	-	-	145,493	(14,703)
80	PROFESSIONAL SERVICES	410,342	410,926	236,403	173,170	413,417	2,491
<b>SUBTOTAL (10-80)</b>		<b>2,220,629</b>	<b>2,413,955</b>	<b>2,115,910</b>	<b>666,141</b>	<b>2,426,178</b>	<b>12,224</b>
90	UNALLOCATED CONTINGENCY	225,859	32,532	-	-	64,714	32,182
100	FINANCE CHARGES	375,470	375,470	-	-	331,065	(44,405)
<b>TOTAL PROJECT (10-100)</b>		<b>2,821,957</b>	<b>2,821,957</b>	<b>2,115,910</b>	<b>666,141</b>	<b>2,821,957</b>	<b>-</b>

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH DECEMBER 2015 PLUS PENDING INVOICES FROM PB, WEST, C1045, C1055, C1056, AND C1078



# Westside Purple Line Extension Section 1 Project Project Schedule Update



# Westside Purple Line Extension Section 1 Project Real Estate Status Summary

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

- The total count of the 19 parcels include the two Division 20 parcels required for constructing the MOW/NRV Building 61S.
- Metro has possession of all parcels to meet the C1045 Contract site availability dates.

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

Risk ID	Risk Description	Risk Mitigation	Risk Score
605	Funding plan not in place to construct turnback facility. Turnback facility required to meet operational requirements per the FFGA.	<ol style="list-style-type: none"> <li>1. Obtain funding.</li> <li>2. Awaiting release of Final 101 Freeway to 7<sup>th</sup> Street, Rail Corridor Coordination Study Report.</li> </ol>	20
283.1	Sitework and Special Conditions Section 1: Strain on traffic conditions in congested corridors - resulting in potential delays and increased costs for access to project sites. Section 1 consists of three underground stations which will be constructed within the Wilshire Blvd. ROW using cut and cover methodology. Wilshire Blvd is a heavily congested street and there is significant risk for delays due to traffic congestion. Further access to and from the Wilshire/La Brea construction staging areas will be required during TBM operations.	<ol style="list-style-type: none"> <li>1. DB contractor to have approved traffic control plans that allow additional time for working in a congested area.</li> </ol>	10.5
612	Tunnel and Station Box Section 1: At Wilshire/La Brea Station - additional shoring systems may be required.	<ol style="list-style-type: none"> <li>1. Continue settlement analysis.</li> </ol>	10
288.1	Sitework and Special Conditions Section 1: Construction impacts including air quality, noise, and vibration have the potential for significant impacts on neighboring communities and may require costly mitigation efforts. Section 1 construction will take place in Wilshire Blvd. which is mixed residential and commercial. Construction by its nature leads to air quality issues, noise and vibration. There is significant risk that neighborhoods could raise objection to these issues and either delay or stop work while they are being resolved.	<ol style="list-style-type: none"> <li>1. DB contractor to comply with all requirements in the FEIS regarding air quality, noise and vibration issues and any other local ordinances requirements.</li> </ol>	9
202	Tunnel Section 1: Areas with concentrated methane and H2S presence will complicate construction progress and safety, increase price and may cause delays.	<ol style="list-style-type: none"> <li>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.</li> <li>2. Use closed system TBMs.</li> </ol>	9
617.1	Delays in providing staffing for construction management support services related to Metro CMSS conversion may impact 3 <sup>rd</sup> Party Utility Relocations.		9



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

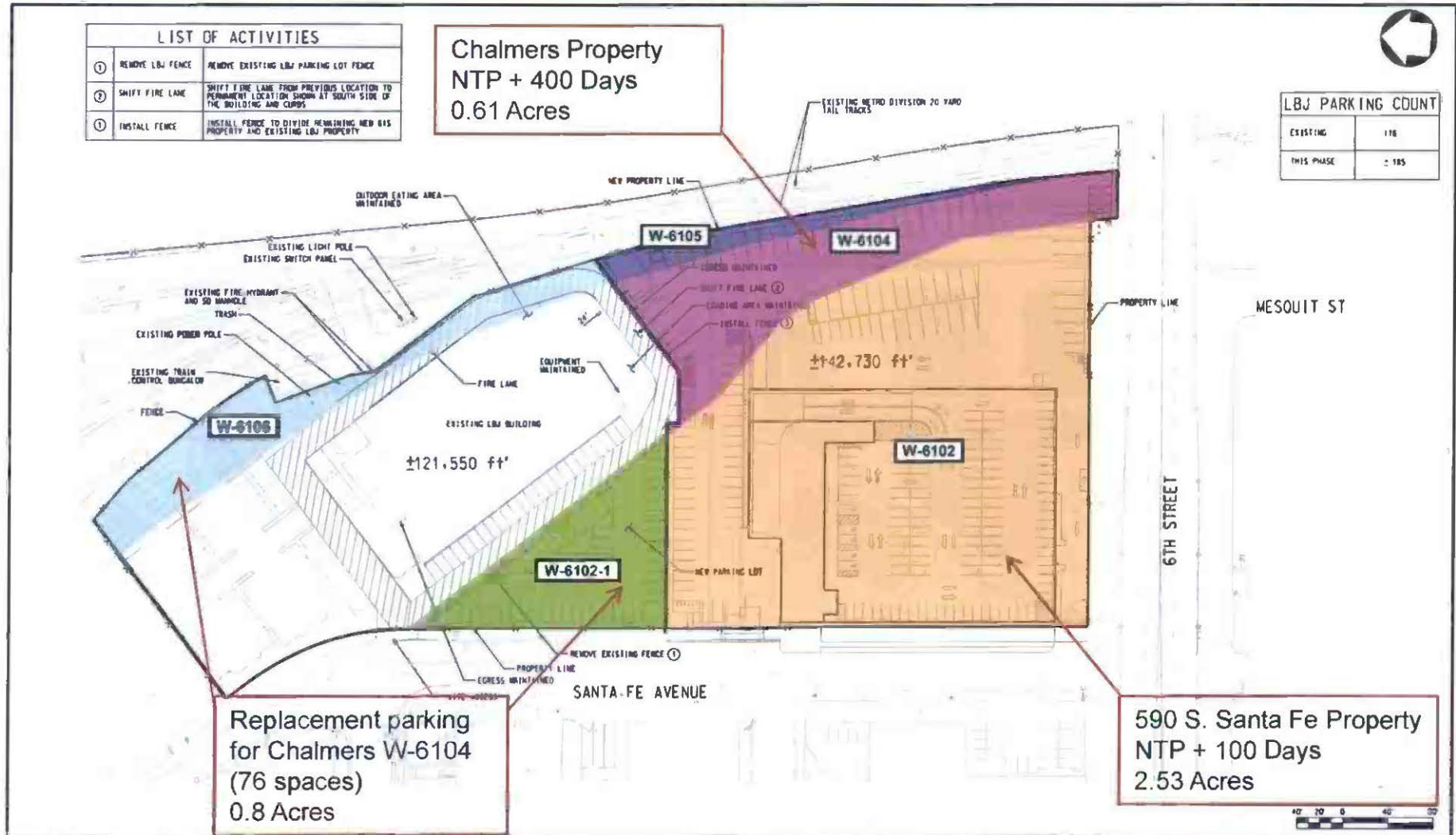


Alternative site plans are being reviewed and evaluated to respond to design comments from the neighboring stakeholders

- Notice-To-Proceed for Contract C1078 was issued to Clark Construction Group on September 30, 2015.
- The initial Contract C1078 Design Mobilization Workshop for Contract C1078 was held on October 7, 2015.
- The Design Advisory Working Group was formed as directed by the MTA Board in the award of the C1078 Contract. The first meeting of the Design Advisory Working Group was held on December 14, 2015; the second meeting was held on January 28, 2016. Two alternatives are being reviewed and evaluated:
  - Scheme A1 – Mirror Image building layout
  - Scheme C1 – Triangular Shape building layout
- A recommendation will be presented to the MTA Board for approval on February 25, 2016.



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



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

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

## **Division 20 Turn-Back**

- Metro Program Management is working with Metro Operations and Planning departments to initiate work in FY16 that will identify a conceptual design, budget and schedule to modify the existing portal and provide a future Red Line passenger station(s) and turn back facility as an extension of the existing Division 20 tracks.

## **C1045 Rail Welding Yard**

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



# Westside Purple Line Extension Section 1 Project Progress Update City of Beverly Hills MOA and Other Legal Issues

## **Memorandum Of Agreement (MOA)**

- The City of Beverly Hills staff may present the complete Memorandum of Agreement (MOA) to Beverly Hills City Council for discussion in April 2016; and seek approvals by the Beverly Hills City Council and the MTA Board in mid-2016.

## **Other Legal Issues – CEQA/NEPA Lawsuits**

- A favorable decision by the California Court of Appeal was attained on October 22, 2015 affirming the trial court judgments for MTA in the CEQA lawsuits brought by the City of Beverly Hills (City) and the Beverly Hills Unified School District (BHUSD) challenging the Environmental Impact Report (EIR) for the Purple Line Extension Project.
- The City and BHUSD had 40 days to decide if they were going to seek review of the Court of Appeal decision in the California Supreme Court. Both have decided to not pursue further action.
- Similar legal challenges by the City and BHUSD to FTA's Environmental Impact Statement for the Purple Line Extension are awaiting trial in United States District Court. Oral arguments were presented to Judge Wu on February 3, 2016. Next hearing is scheduled for March 14, 2016.

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



Gas Line Relocation at Wilshire/Gale

## **Wilshire/La Brea AUR – Contract C1048**

- Issued Notice To Proceed on January 12, 2015. The Contract was completed on-schedule in October 2014.

## **Wilshire/Fairfax AUR – Contract C1056**

- Issued Notice To Proceed on January 12, 2015. The Contract was completed on schedule in October 2015.

## **Wilshire/La Cienega AUR – Contract C1056**

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

## **Other Third Party Coordination**

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



Installing SCE Electrical Vault West of La Cienega Blvd.



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



Contractor Lowering Wilshire/La Brea Station Pile #115



Contractor Lowering Wilshire/La Brea Station Pile #117

## Final Design

- Final Design for the tunnels, three subway stations, trackwork, and systems is 75% complete overall.

## Construction

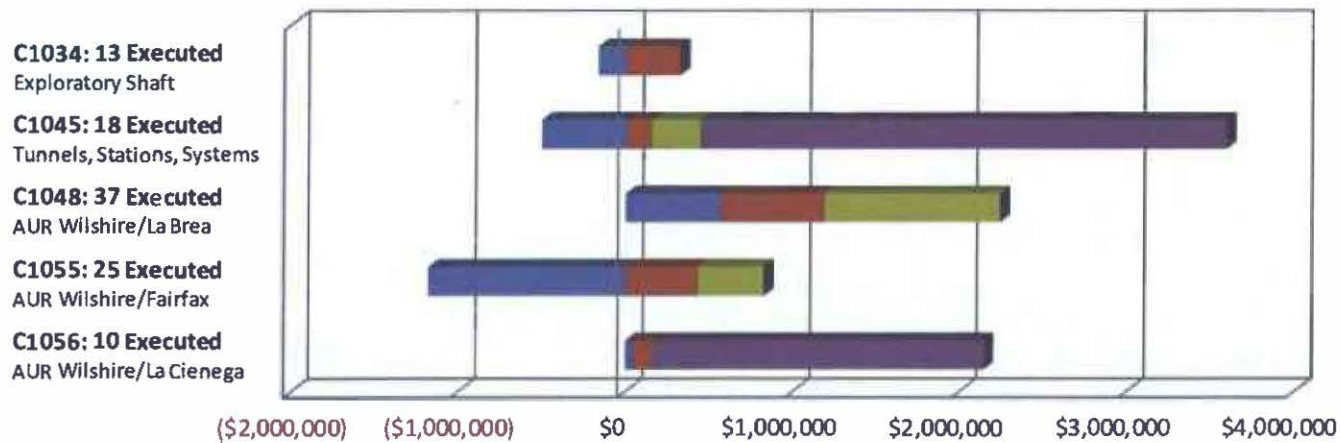
- Metro has possession of all parcels to meet the C1045 contract site availability dates. Property abatement is complete and the C1045 contractor has possession of all properties to perform demolition of existing buildings.
- Piles for the Wilshire/La Brea Station and Tunnel Boring Machine (TBM) launch site continue to be delivered for installation. Pile installation is well underway.
- The C1045 contractor has received approvals from the City of LA for the support of excavation to begin installation of deck beams and concrete decking for the Wilshire/La Brea Station.
- The C1045 contractor has placed the purchase order for the two TBMs.
- The C1045 contractor is preparing the north La Brea construction staging area to receive the LADWP metering switchgear for tunneling operations.

# Westside Purple Line Extension Project - Section 1

## Cost and Schedule Updates

### Current Contract Modifications Summary

Contract Modifications (MODs) by Cost Level



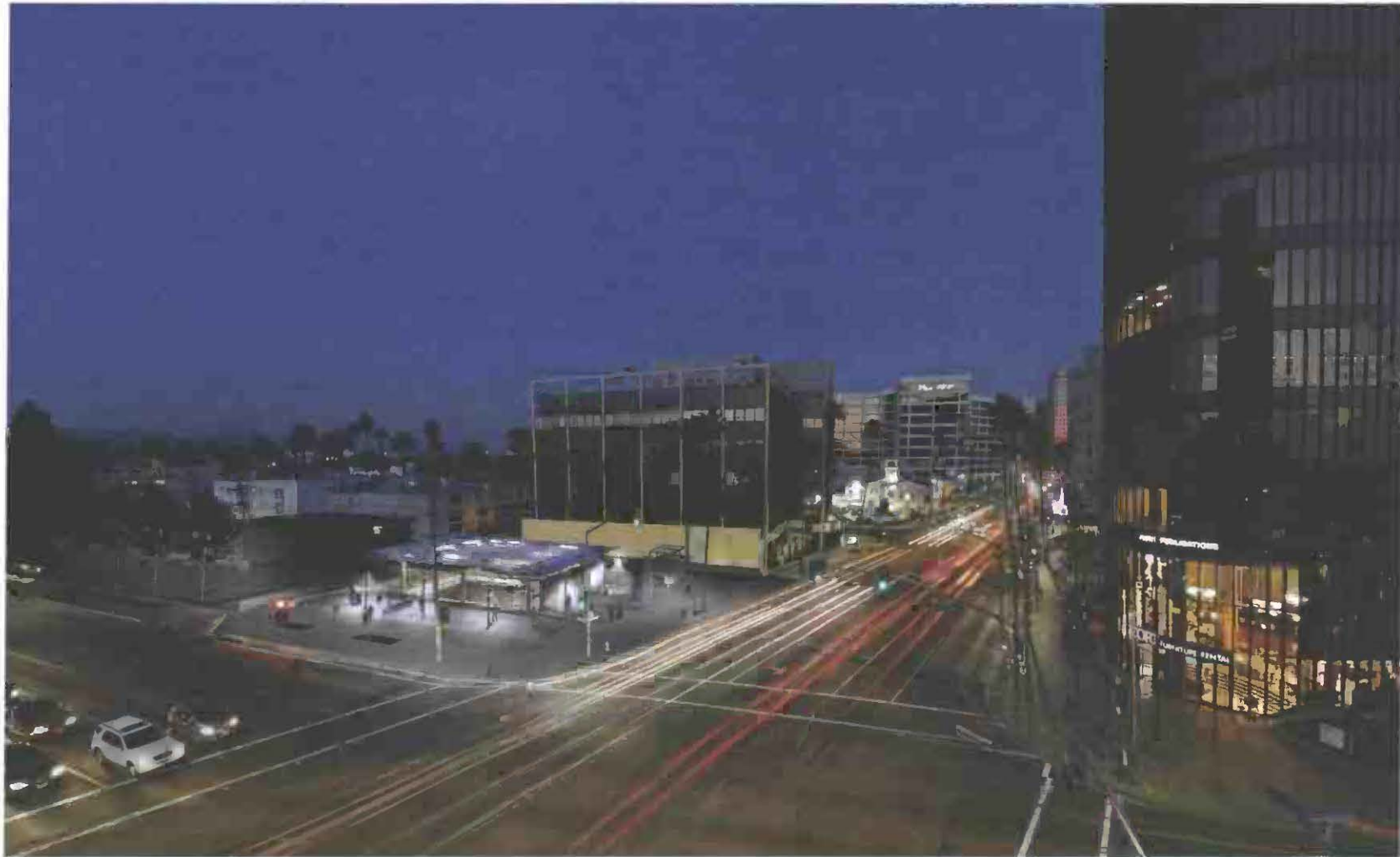
	C1034 13 Executed	C1045 18 Executed	C1048 37 Executed	C1055 25 Executed	C1056 10 Executed	Total
■ Under \$100K	(164,288)	(501,709)	574,448	(1,179,119)	42,013	(1,228,654)
■ \$100K to \$250K	321,000	156,126	616,809	436,190	123,776	1,653,901
■ \$250K to \$1M	-	290,000	1,050,980	390,709	-	1,731,689
■ Over \$1M	-	3,150,000	-	-	1,983,179	5,133,179
<b>Total Contract MODs</b>	<b>156,712</b>	<b>3,094,417</b>	<b>2,242,237</b>	<b>(352,220)</b>	<b>2,148,968</b>	<b>7,290,115</b>
<b>Contract Award Amount</b>	<b>6,487,020</b>	<b>1,636,418,585</b>	<b>6,181,000</b>	<b>14,430,000</b>	<b>20,250,000</b>	<b>1,683,766,605</b>
<b>% of Contract MODs</b>	<b>2.4%</b>	<b>0.2%</b>	<b>36.3%</b>	<b>-2.4%</b>	<b>10.6%</b>	<b>0.4%</b>

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



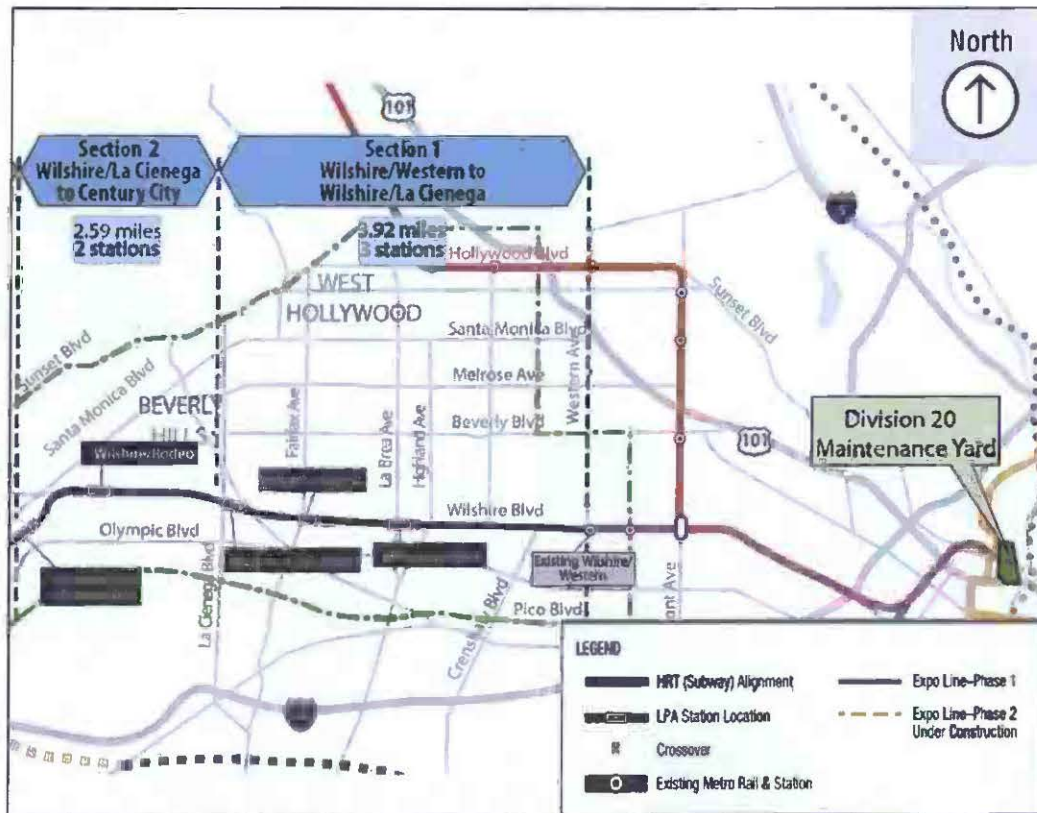
C1045 Design/Build Contract Computer-Generated Rendering of Wilshire/La Cienega Station

Westside Purple Line Extension Project - Section 2  
FTA Quarterly Review Meeting  
February 24, 2016





# Westside Purple Line Extension Project - Section 2 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: \$2.47 Billion
- Revenue Service Date:
  - Forecast – August 2025

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

- **SOQs were received on October 30, 2015.**
- Constructability Review was conducted February 10 and 11, 2016.
- **Price proposals due May 16, 2016.**
- FFGA anticipated approval August 2016.
- Contract award anticipated January 2017.

# Westside Purple Line Extension Project - Section 2

## 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 \$695 million
  - TIFIA Loan \$307 million
  - CMAQ \$169 million
  - Other Funds \$109 million
  - **Total: \$2,467 million**
- Risk Assessment results are forthcoming.



# Westside Purple Line Extension Project - Section 2

## Current Project Cost Status

DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	CURRENT ESTIMATE	COMMITMENTS	EXPENDITURES	CURRENT FORECAST
10	GUIDEWAY & TRACK ELEMENTS	385,323	-	-	385,323
20	STATIONS, STOPS, TERMINALS, INTERMODAL	521,019	-	-	521,019
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	-	-	-	-
40	SITework & SPECIAL CONDITIONS	406,930	813	119	406,930
50	SYSTEMS	96,734	-	-	96,734
<b>CONSTRUCTION SUBTOTAL (10-50)</b>		<b>1,410,005</b>	<b>813</b>	<b>119</b>	<b>1,410,005</b>
60	ROW, LAND, EXISTING IMPROVEMENTS	278,583	116,268	40,063	278,583
70	VEHICLES	85,351	-	-	85,351
80	PROFESSIONAL SERVICES	384,810	56,775	37,828	384,810
<b>SUBTOTAL (10-80)</b>		<b>2,158,749</b>	<b>173,856</b>	<b>78,010</b>	<b>2,158,749</b>
90	UNALLOCATED CONTINGENCY	219,152	-	-	219,152
100	FINANCE CHARGES	88,695	-	-	88,695
<b>TOTAL (10-100)</b>		<b>2,466,596</b>	<b>173,856</b>	<b>78,010</b>	<b>2,466,596</b>

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





# Westside Purple Line Extension Project - Section 2

## Real Estate Status Summary

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

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





# Westside Purple Line Extension Project - Section 2

## Advanced Utility Relocations (AUR) and Third Party Coordination

### **Wilshire/Rodeo Station**

- Additional potholing work completed January 28, 2016.
- AT&T submitted draft 85% alignment plans to Metro on February 3, 2016.
- SCE has started preparation of their 85% alignment plans. Submittal to Metro is expected by the end of February 2016.
- CD of RFP Amendment No. 8 delivered to COBH on February 5, 2016.
- Draft Arborist Report delivered to COBH on February 5, 2016 for review.

### **Century City Constellation**

- BSL final series circuit conversion plans submitted to Metro January 22, 2016.
- AT&T evaluating the use of two smaller vaults in lieu of one large (12'x12'x8') custom vault internally. Submittal of draft 85% alignment plans anticipated by the end of February 2016.
- SCG submitted draft 85% alignment plans to Metro/PB on February 4, 2016.
- Telecom joint trench draft final plans are being reviewed by LABOE.
- DWP (Power) 85% draft plans (conduit layout and profiles) submitted to BOE for review on February 2, 2016.
- DWP (Water) 85% plans for the water line within the launch box area were submitted to LABOE for review on January 27, 2016.
- CD of RFP Amendment No. 8 delivered to BOE on February 8, 2016.



# Westside Purple Line Extension Project - Section 2

## Third Party Agreements

### **City of Los Angeles Master Cooperative Agreement**

- Existing Master Cooperative Agreement.

### **City of Beverly Hills (COBH) Reimbursement Agreement**

- Agreement will be presented to COBH Council for approval in February 2016.

### **City of Beverly Hills (COBH) Memorandum of Agreement (MOA) for C1120 Contract**

- Negotiations for Section 1 C1045 Contract MOA continue with Section 2 participation.
- COBH is planning one MOA for Section 2 to cover third party utility work and the C1120 Contract.
- Utility work performed prior to completion of MOA to be performed with permits.

### **Utility Cooperative Agreements**

- Existing agreements with utility companies performing work on Section 1 will be amended to include scope, schedule and costs for new Section 2 work.
- Draft agreements were submitted and they are being reviewed by several utility companies.

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

- Amendment No. 8 (3<sup>rd</sup> technical amendment) was issued February 4, 2016.
- Geotechnical data from 2015 was included in Amendment 8.
- Real Estate meetings with property owners in Century City and the preparation of draft certifications to support Metro Real Estate are ongoing.

# Westside Purple Line Extension Project - Section 2

## CEQA/NEPA Lawsuits

- A favorable decision by the California Court of Appeal was attained on October 22, 2015 affirming the trial court judgments for MTA in the CEQA lawsuits brought by the City of Beverly Hills (City) and the Beverly Hills Unified School District (BHUSD) challenging the Environmental Impact Report (EIR) for the Westside Purple Line Extension Project.
- The City and BHUSD had 40 days to decide if they were going to seek review of the Court of Appeal decision in the California Supreme Court. Both have decided to not pursue further action.
- Similar legal challenges by the City and BHUSD to FTA's Environmental Impact Statement for the Purple Line Extension are awaiting trial in United States District Court. Oral arguments were presented to Judge Wu on February 3, 2016. Next hearing is scheduled for March 14, 2016.



# Westside Purple Line Extension Project - Section 2

## Top Risks and Mitigations

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



# Westside Purple Line Extension Project - Section 2

## Discussion



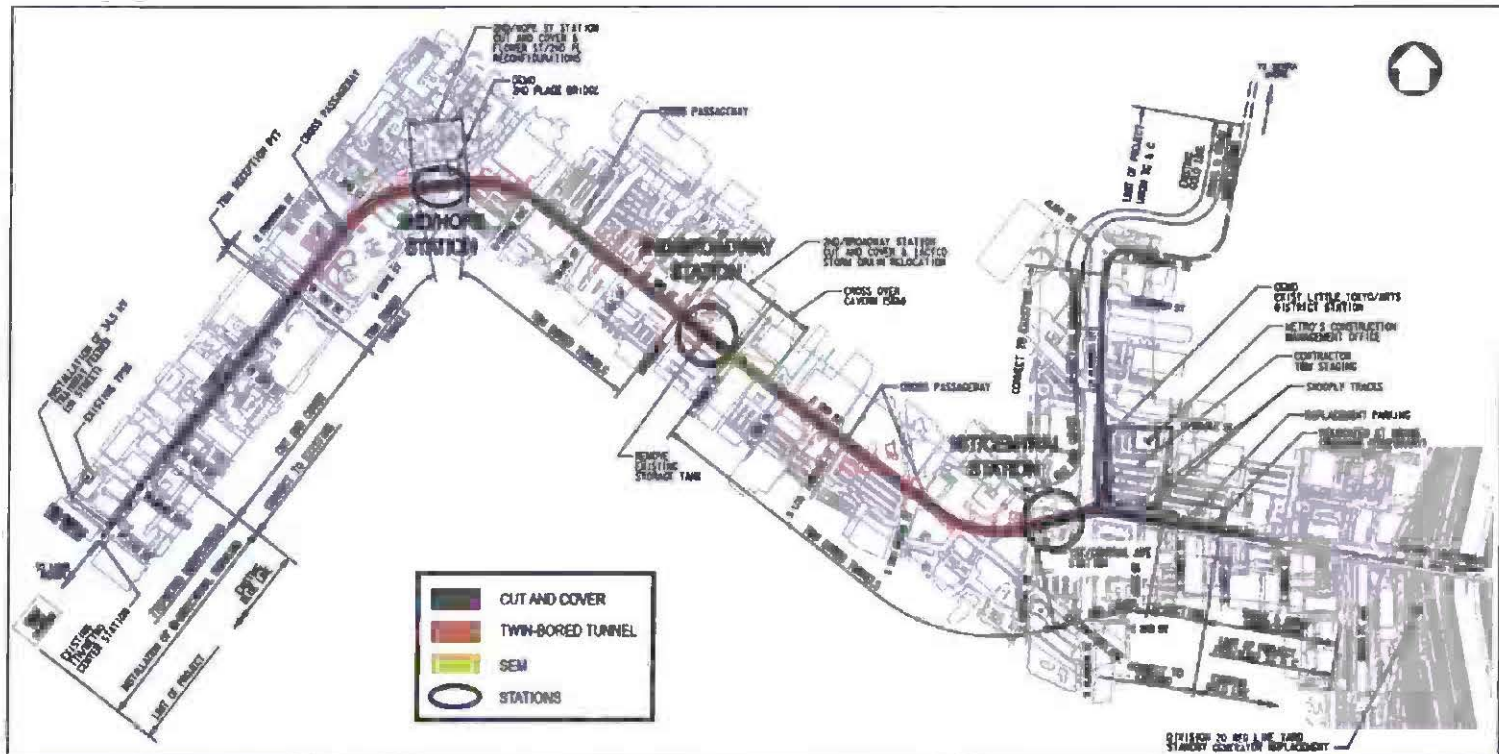
Wilshire/Rodeo Station

# Regional Connector Transit Corridor FTA Quarterly Review – February 24, 2016





# Regional Connector Transit Corridor Project Description



1.9 mile Link Connecting Blue & Expo Lines with Gold Line

3 New Stations

\$1.599 Billion

90,000 Daily Project Transit Trips

17,700 Daily New Transit Trips



**Metro**

# Executive Summary

- **Bus Bridge # 1:** Bus Bridge Operations began on January 8, 2016 with the activities for demolition of south end of Little Tokyo Station. Traffic Control and Construction Outreach activities have been carried out. Targeted completion by March 21, 2016.
- **Shoofly:** Construction activities for Tracks and OCS at Mangrove are in progress (20% complete). Coordinating with CPUC for safety certification.
- **Tunnel:** TBM will be shipped in Spring 2016 and will be stored at a site close to the Mangrove Yard site until the launch pit is ready. Potholing and drilling for permeation and Compensation grouting are on going in advance of tunneling operations.





# Executive Summary (Cont.)

- **SEIS:** FTA's ROD amended SEIS was issued in December 2015. Construction on Flower street to begin soon.
- **MMRP:** Quarterly Report for the preceding quarter will be submitted in mid-February 2016.
- **2<sup>nd</sup>/Hope Pedestrian Bridge:** Broad Team and Mayor's Office has identified an Architect for the Pedestrian Bridge Design. The new Architects will develop the architectural and aesthetic elements of the bridge. Metro/RCC will be responsible for the structural, civil and other engineering elements. Architects to complete their design in June 2016.
- **Utility Relocations (DWP Duct banks and Waterlines):** Work at 1<sup>st</sup>/Central, 1<sup>st</sup>/Alameda, 2<sup>nd</sup>/Spring, 2<sup>nd</sup>/Broadway, 2<sup>nd</sup>/Hope and on Flower Street is ongoing.

# Construction Update

## **Shoofly Construction**

- RCC is about 80% complete with track installation
- Currently installing OCS poles
- Finished Ductbank Installation
- Working on 1<sup>st</sup> Roadway Widening

## **1<sup>st</sup> and Central Station**

- Finished Station Pile Installation
- Starting Station Excavation

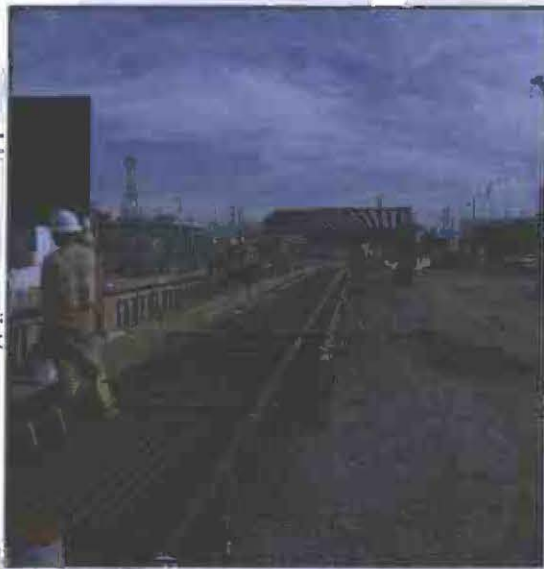
## **2<sup>nd</sup> Street Grouting**

- Finished Potholing within grouting limits
- Grouting Scheduled to start mid March 2016



# Construction Status Mangrove Yard

**Shoofly Track Installation and placing concrete on tracks**



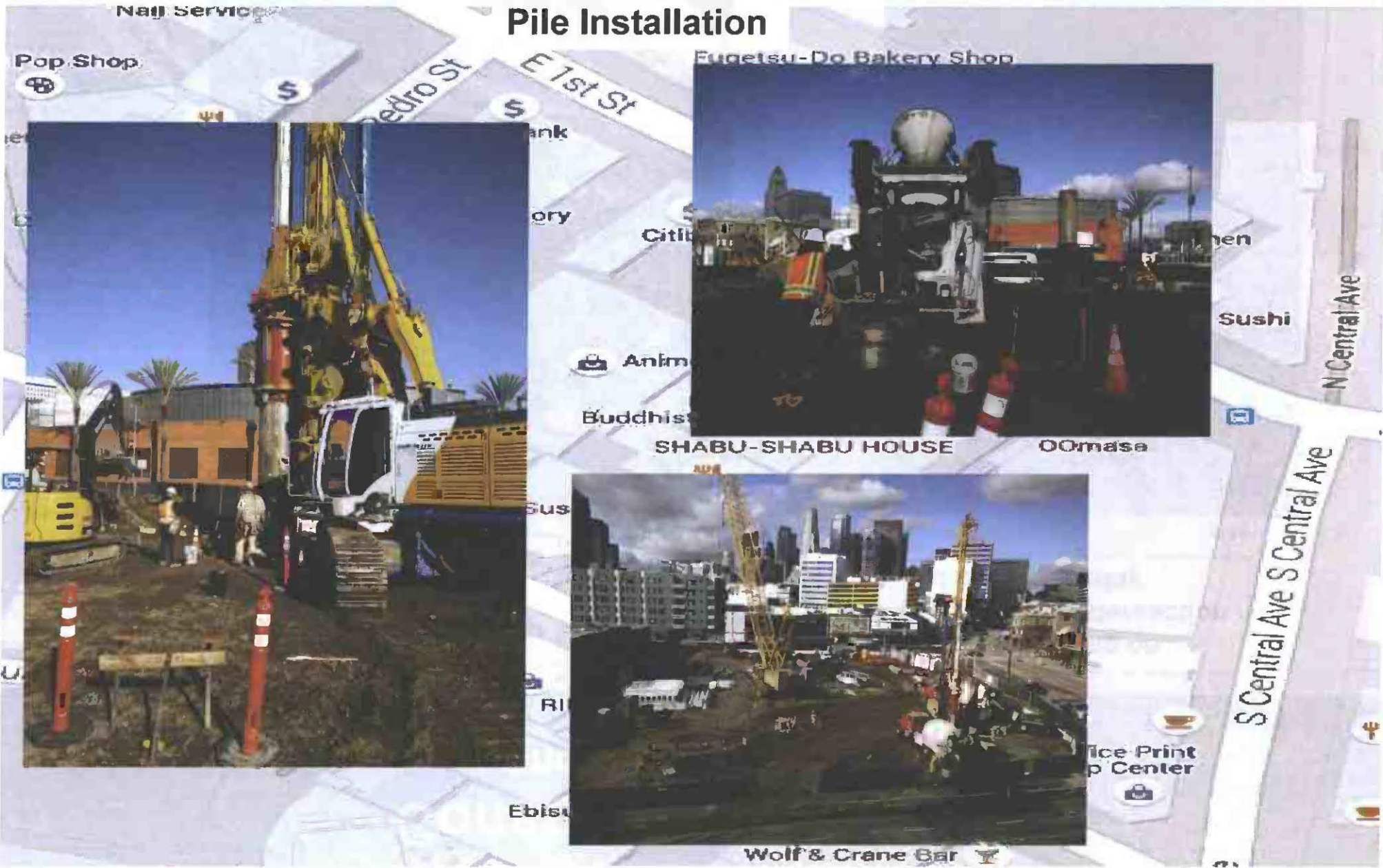
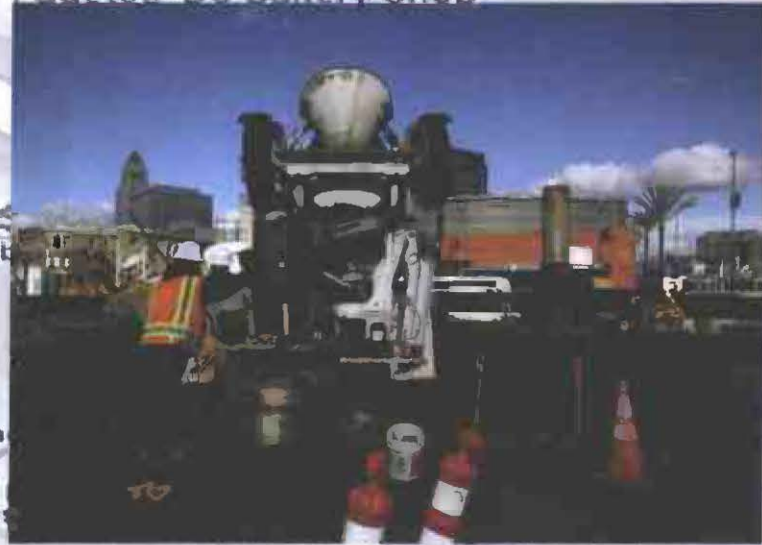
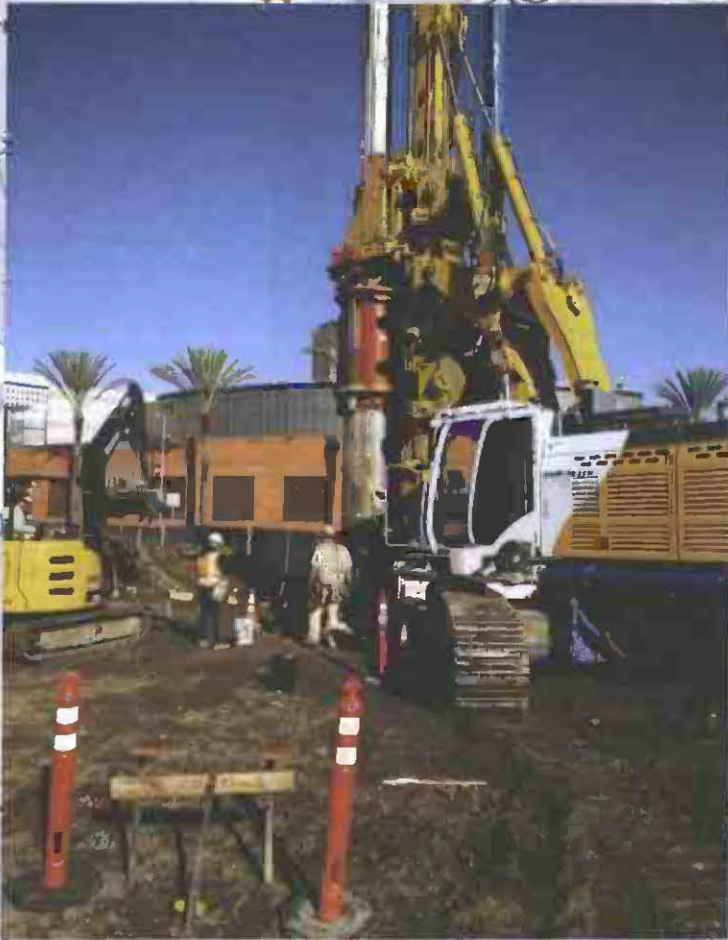
Map overlay showing street names: N Alameda St, E Temple St, Little Tokyo / Arts District Station, Los Angeles Dept. Station, Angeles Services, N Vignes St, E 1st St, S Alameda St, 1st St, Los Angeles, and Temple Mec.

Logos: Ichi Trading Corporation, Angeles Services.



# Construction Status 1<sup>st</sup>/Central

## Pile Installation





# Construction Update

## 2<sup>nd</sup>/Broadway

Office of Child Care

Civic Center Studios

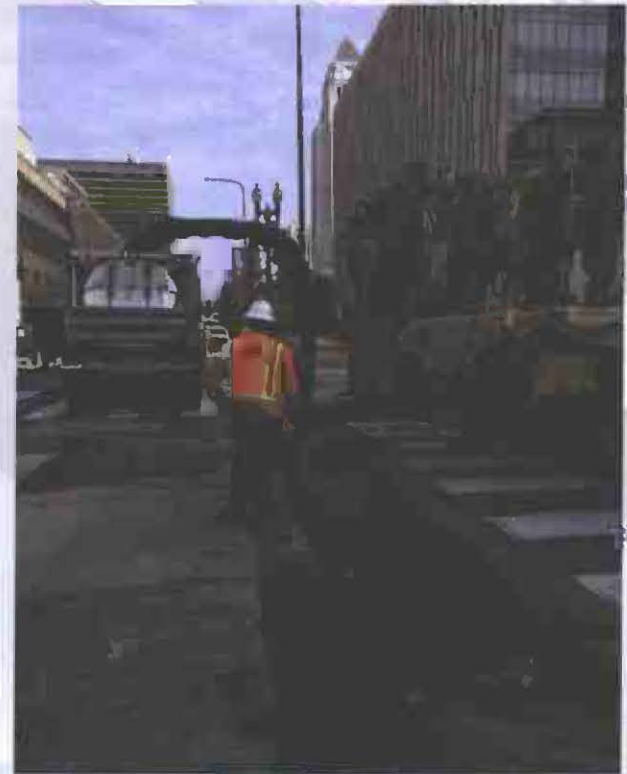
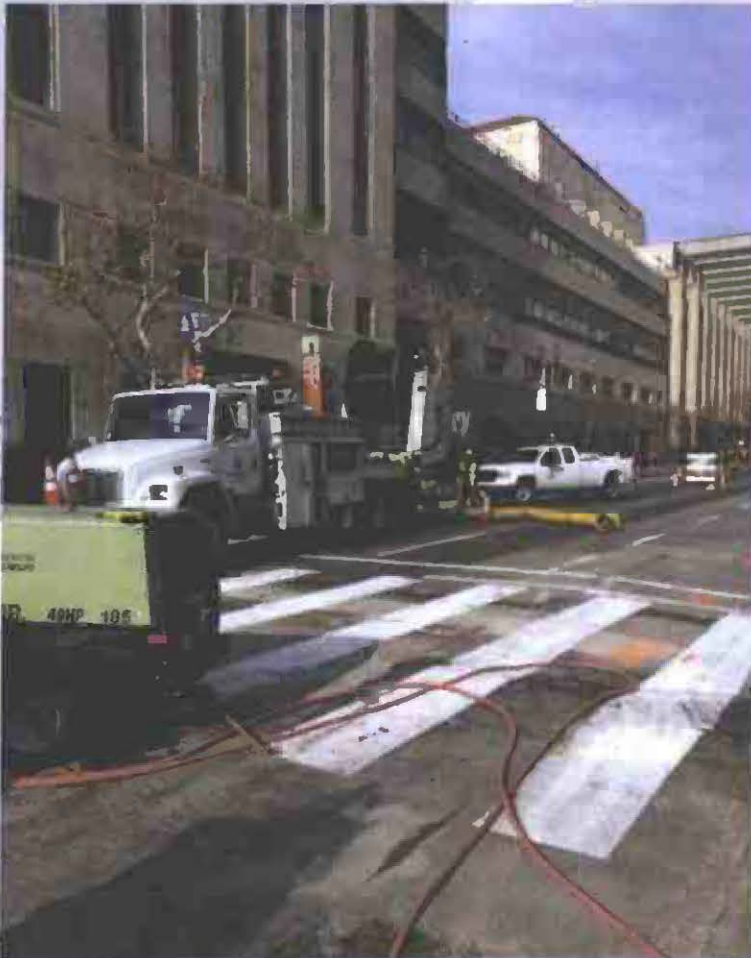
Cable pulling by DWPP through the newly constructed ductbanks

S Broadway

W 2nd St

Pile Trenching on 2<sup>nd</sup>/Spring intersection during Saturday

Burbank Leader



Times

Credit Unfc

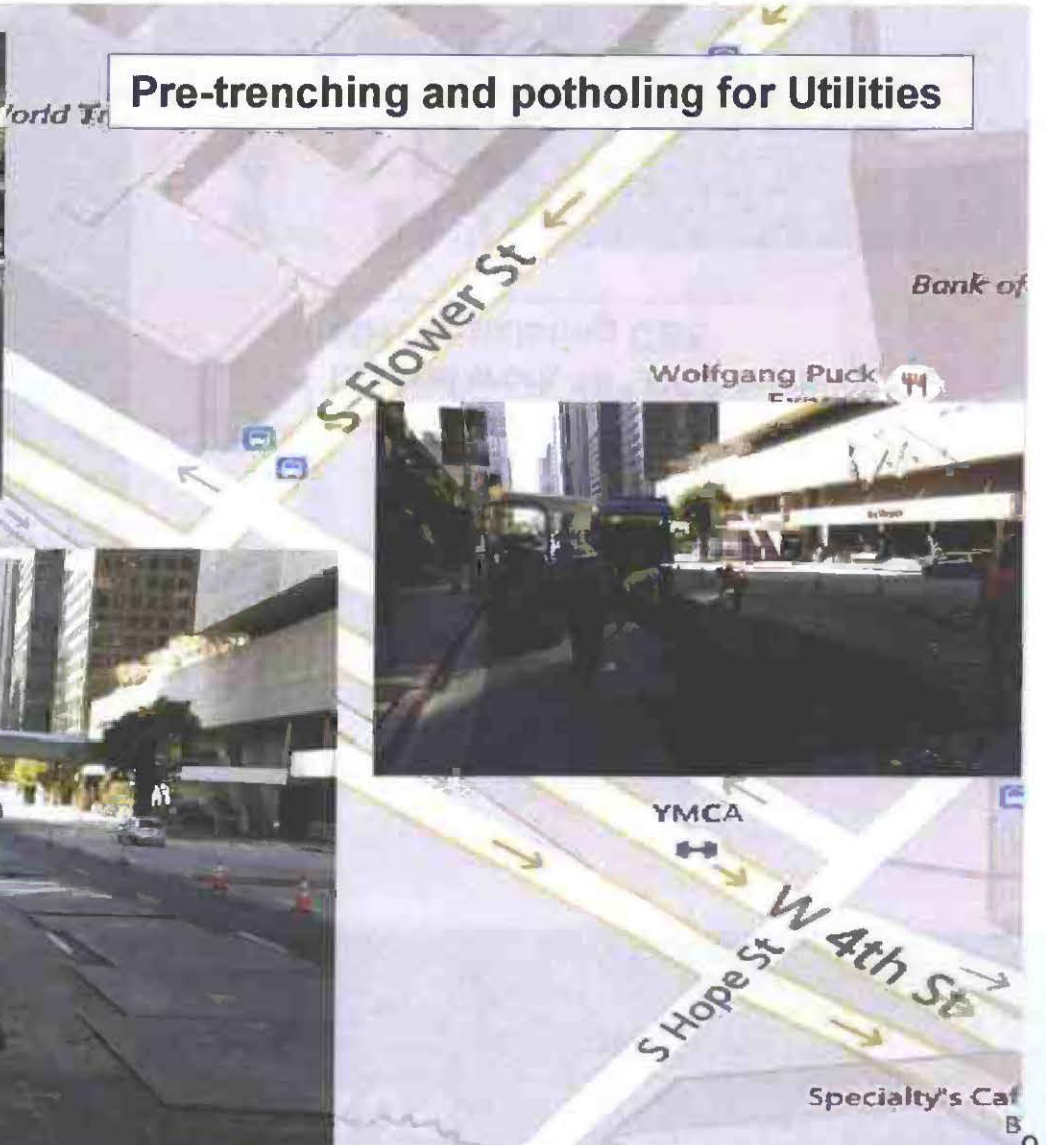
Lou

El Pollo Loco



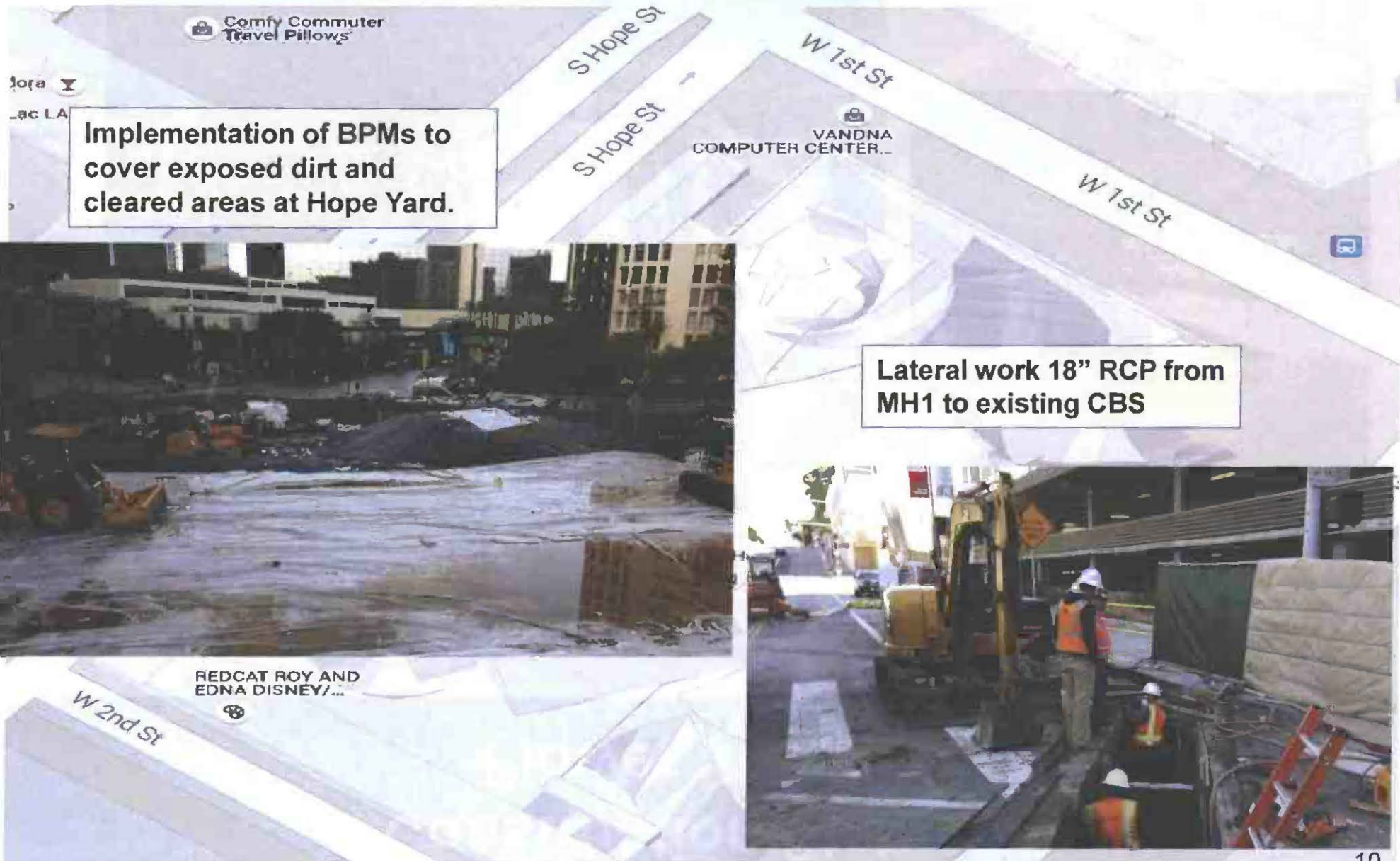
# Construction Status Flower Street

Pre-trenching and potholing for Utilities





# Construction Status 2<sup>nd</sup>/Hope



# Cost Analysis (FFGA)

PERIOD ENDING DEC 2015  
DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	ORIGINAL FFGA BUDGET	CURRENT FFGA BUDGET	COMMITMENTS	EXPENDITURES	CURRENT FORECAST	CURRENT FFGA BUDGET/ FORECAST VARIANCE
10	GUIDEWAYS & TRACK ELEMENTS	280,622	217,780	205,389	14,951	217,780	0
20	STATIONS, STOPS, TERMINALS, INTERMODAL	354,268	226,577	225,929	4,566	226,577	0
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDGS	0	0	0	0	0	0
40	SITWORK & SPECIAL CONDITIONS	141,785	485,527	462,342	241,849	485,527	0
50	SYSTEMS	69,667	74,942	63,317	2	74,942	0
	CONSTRUCTION SUBTOTAL (10-50)	846,343	1,004,826	956,978	261,368	1,004,826	0
60	ROW, LAND, EXISTING IMPROVEMENTS	115,889	74,208	73,820	46,115	74,208	0
70	VEHICLES	16,275	16,275	2,000	0	16,275	0
80	PROFESSIONAL SERVICES	261,455	267,030	201,921	165,761	267,030	0
	SUBTOTAL (10-80)	1,239,963	1,362,340	1,234,719	473,245	1,362,340	0
90	UNALLOCATED CONTINGENCY	135,399	78,525	0	0	78,525	0
100	FINANCE CHARGES	27,571	7,115	0	0	7,115	0
	TOTAL FFGA (10-100)	1,402,932	1,447,980	1,234,719	473,245	1,447,980	0

Note: Commitments and Expenditures are work in progress.

Expenditures reflect FIS incurred cost through DEC 2015 plus pending invoices from Arcadis, CPJV, Pulice, and RCC.



# Project Contingency

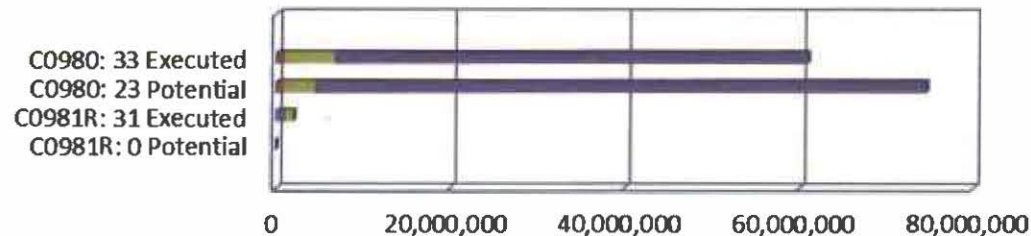
## REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT (FFGA) PROJECT CONTINGENCY STATUS AS OF DECEMBER 2015

	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		TBD	TBD
C0980: Pending Mods		TBD	TBD
<b>REMAINING UNALLOCATED CONTINGENCY</b>	<b>\$ 78,525,029</b>	<b>\$ 31,322,871</b>	<b>\$ 109,847,900</b>
<b>% Contingency</b>	<b>5.04%</b>	<b>2.01%</b>	<b>7.05%</b>

Contingency has been revised per the Board approved LOP budget of Dec. 2015. □

# Summary of Contract Modification

**Contract Modifications (MODs) by Cost Level**

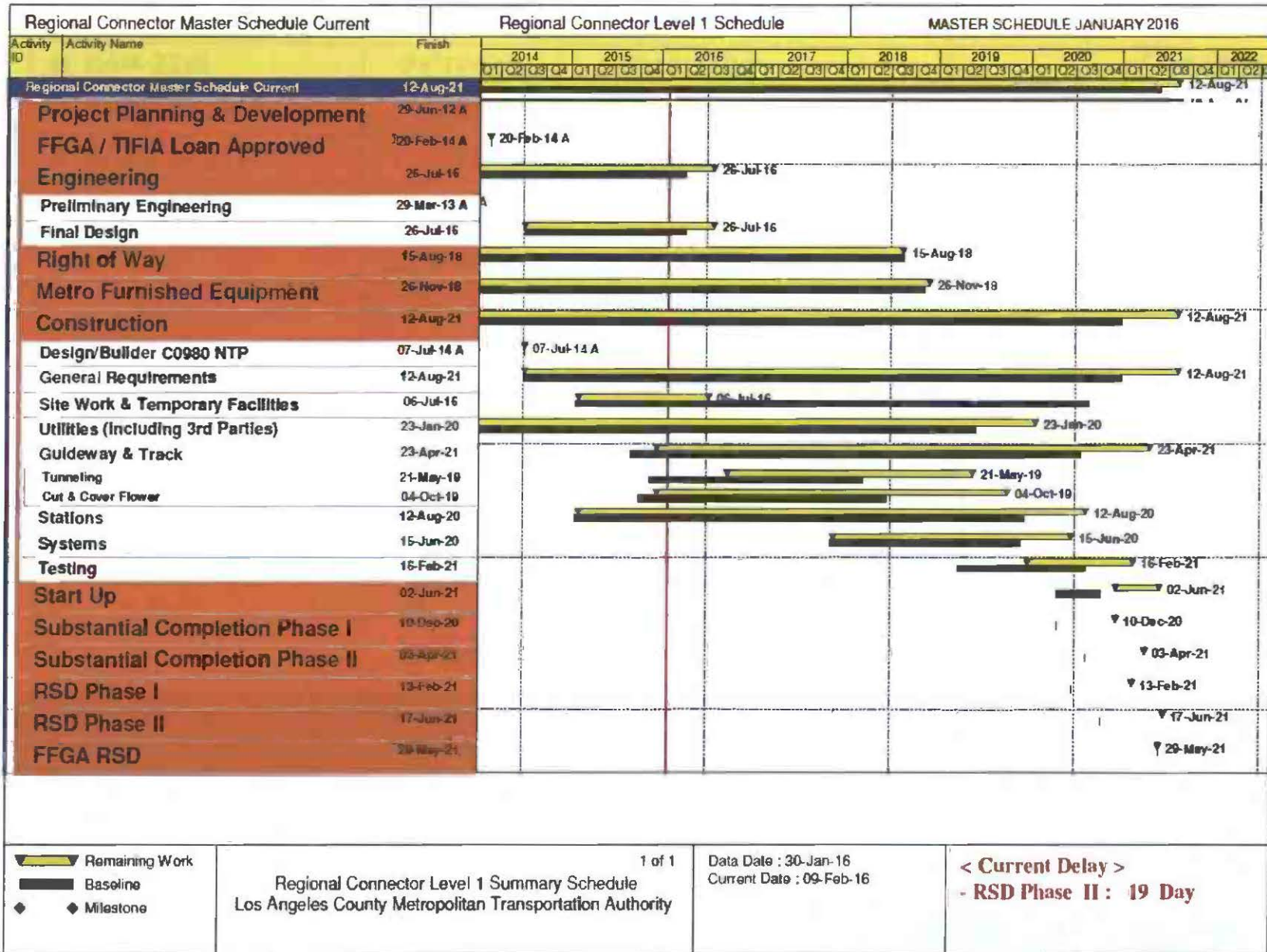


	C0980		C0981R		Total
	33 Executed	23 Potential	31 Executed	0 Potential	
■ Under \$100K	322,662	130,000	814,761	-	1,267,423
■ \$100K to \$250K	760,311	870,000	372,752	-	2,003,063
■ \$250K to \$1M	5,696,164	3,578,387	863,000	-	10,137,551
■ Over \$1M	54,160,692	69,929,135	-	-	124,089,827
<b>Total Contract MODs</b>	<b>60,939,829</b>	<b>74,507,522</b>	<b>2,050,513</b>	<b>-</b>	<b>137,497,864</b>
<b>Contract Award Amount</b>	<b>927,226,995</b>	<b>927,226,995</b>	<b>25,643,000</b>	<b>25,643,000</b>	
<b>% of Contract MODs</b>	<b>6.6%</b>	<b>8.0%</b>	<b>8.0%</b>	<b>0.0%</b>	

Note: Percent of Contract MODs equals the Total Contract MODs divided by the Contract Award Amount  
 Potential Mods are under negotiations.



# Schedule Status (Cont.)



# Recovery Schedule Implementation Update

- Metro has developed a summary level project schedule to ensure a current Metro perspective on schedule is maintained. The summary schedule will also serve as a basis for: forecasting performance, exploration of threats and opportunities; risk assessments; and with further discussion with RCC to re-sequence the work activities to mitigate schedule.
- The schedule is presently in draft form with final baseline iterations underway. Though the indicated Revenue Service Date is presently shown as non-compliant to the FFGA commitment of May 29, 2021, recovery measures incorporated thus far clearly indicate their effectiveness as several months of schedule recovery is demonstrated in the draft version. Confidence is high that further study and refinement of the scope and schedule will yield a credible schedule that is FFGA compliant, and holds float for later use.



# Recovery Schedule Implementation Update

- The schedule is an aggregation of the contractor's approved baseline schedule, their recent fragments of specific areas, linear schedule depictions from the contractor, input from Metro's Integrated Project Management Team. The schedule also includes as-built information to accurately record work accomplished through January 2016.

# Recovery Schedule Implementation Update

- Key recovery measures include the following:
  - 1<sup>st</sup>/Alameda Wye: Two Phase excavation of Wye to maintain TBM Launch date of August 2016.
  - 2<sup>nd</sup>/Broadway Station and SEM, Tunneling through station box.
  - Flower Street: Construction bulkhead at 5<sup>th</sup> and Flower to facilitate TBM Retrieval Pit at 4<sup>th</sup> and Flower to meet tunneling schedule.
  - Installation of precast track plinths and concurrent track installation from north and south.
  - Acceleration of system installation by working at multiple locations concurrently.
  - Potential station(s) concrete acceleration if needed.

# Top Five Risks (January 2016)

Risk ID	Risk Description	Risk Response	Risk Score
291	City of LA stakeholder approvals for traffic management plans, traffic control plans, rush hour exemptions, and SOE designs continue to lag; delays are impacting schedule.	Partnering session with LA City officials held to address specific issues and processes to facilitate broader understanding of Metro needs. Senior leadership of Metro/City agencies continue to meet to improve review process. Staff level interface prioritized to ensure technical issues are clear and actionable.	25
284	Delays in implementing recovery plan due to work transfer.	Continue to identify constraints. Develop work-arounds or mitigation strategies focused on schedule recovery. Advance outreach efforts to advise stakeholders of plans and strategies as they evolve.	14
300	Depth of 6th and Flower utility interference (including DWP utilities) may cause delay.	Extensive potholing performed to locate and map respective utility conditions and profiles. Taskforce convened to develop practical solutions for routing impacted utilities; DWP concurrence required. Interface with LA City and Caltrans to address street/intersection closure needs and options.	12
296	Late completion of 2nd/Broadway Station design due to incorporation of Tribune overbuild requirements.	Continue interface with stakeholders; facilitate design concurrence steps as they progress.	12
295	Local hires requirements that may mandate hiring within LA County.	This requirement is in discussion with the MTA Board.	12



# METRO EXPRESSLANES

February 24, 2016

FTA Quarterly Review Meeting



**Metro**



# Patsaouras Plaza Bus Station

FTA Quarterly Review – February 24, 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



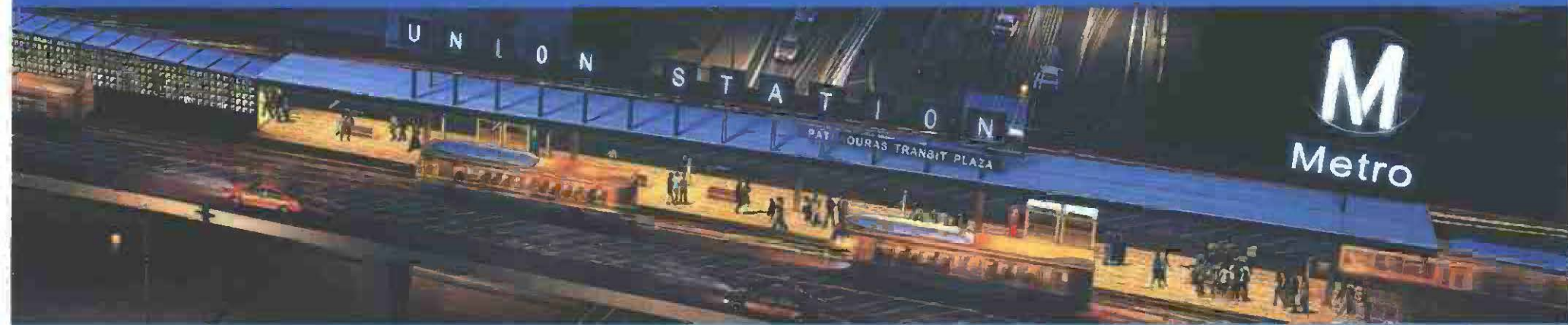
ELEMENT CODE	ELEMENT DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		BUDGET / FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
C	CONSTRUCTION	19,992,000	-	19,992,000	416,000	20,408,000	503,000	4,122,000	(460,000)	26,318,000	(6,326,000)
S	SPECIAL CONDITIONS	750,000	-	750,000	59,000	486,000	16,000	39,000	1,435,000	2,511,000	(1,761,000)
R	RIGHT-OF-WAY	-	-	-	-	-	-	-	-	-	-
P	PROFESSIONAL SERVICES	7,425,000	-	7,425,000	263,000	5,078,000	449,000	4,503,000	80,000	10,250,000	(2,825,000)
PC	PROJECT CONTINGENCY	2,817,000	-	2,817,000	-	-	-	-	-	2,817,000	-
<b>TOTAL PROJECT</b>		<b>30,984,000</b>	<b>-</b>	<b>30,984,000</b>	<b>738,000</b>	<b>25,972,000</b>	<b>968,000</b>	<b>8,664,000</b>	<b>1,055,000</b>	<b>41,896,000</b>	<b>(10,912,000)</b>





# Patsaouras Plaza Bus Station

## Issues With Potential to go Above \$100,000



### Request for Changes Submitted by Contractor

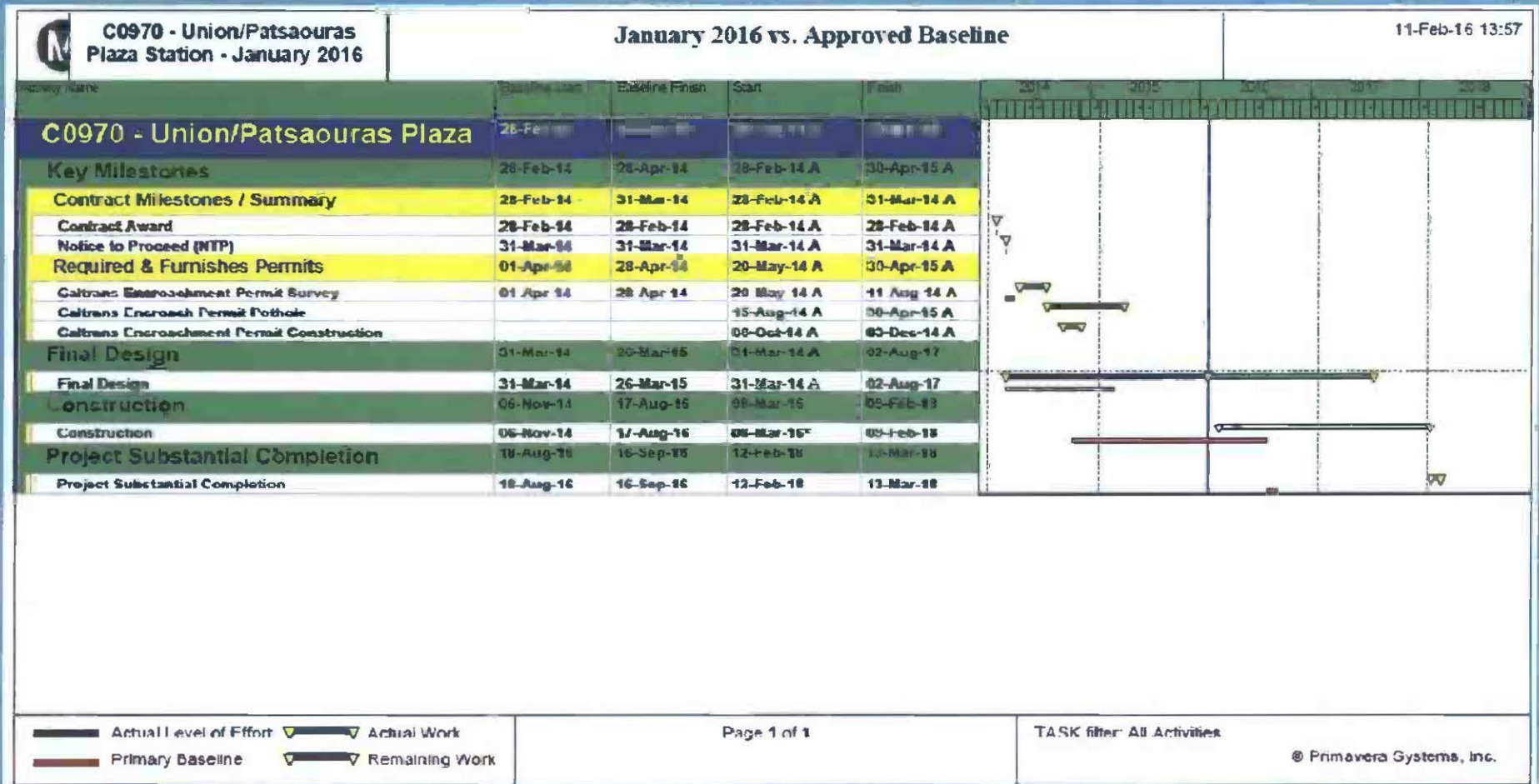
- Redesign of Westbound lanes from station
- Changes to Electrical Power Source
- Redesign of Foundations over Metro Red Line Service Tunnels
- Time Extension





# Patsaouras Plaza Bus Station

## Project Schedule



Actual Level of Effort
  Actual Work
  Primary Baseline
  Remaining Work





# Patsaouras Plaza Bus Station

## Design/Build Contract C0970 - Current Quarter Update



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





# Patsaouras Plaza Bus Station

## Design/Build Contract C0970 - Concerns



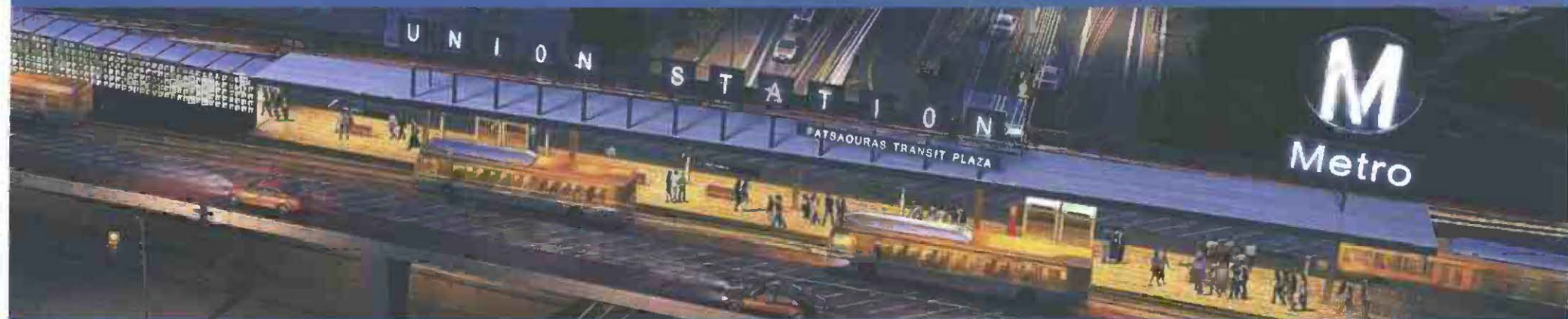
- DWP vault and conduit relocation
- Aerially Deposited Lead Study
- Storm Water Data Report
- Supplemental PSR/PR
- Quantity of Contractor's Request for Changes
- Budget impacts due to design changes
- Design and construction schedule delays





# Patsaouras Plaza Bus Station

## Activities for Next Quarter



- Finalize 100% Busway widening design package with Caltrans
- Complete 100% Roadway Plans
- Complete 100% Pedestrian ramp and bridge design
- Obtain Caltrans R/W certifications (Easements/Utilities)
- Complete ADL Study
- Obtain Caltrans approval of Storm Water Data Report
- Obtain Caltrans approval of Supplemental PSR/PR
- Obtain Caltrans approval of Patsaouras Bus Plaza Station design
- Initiate Utility Work
- Obtain Board approval to increase LOP Budget and Contract Modification Authority



**Metro**





# FTA Quarterly Review Meeting Universal Pedestrian Bridge Project



**February 24, 2016**

# Universal Pedestrian Bridge Project Status Update

- **Project Elements:**
  - Structural Bridge
  - Two Escalators
  - Three Elevators
  - Three sets of Stairs
  - New Right Turn Lane
  - Substantial completion in Early April 2016
- **Current Status:**
  - Construction 75% complete
  - Bridge Installation in progress
  - Escalators and Elevators installations in progress
  - Transformer installation in progress
- **Planned Activities:**
  - Concrete Decking, Safety-net, Handrail, and Bridge lighting
  - Transformer and cable installation
  - Plaza work, Street restoration, Start-up and Commissioning





# Universal Pedestrian Bridge Project Status Update



ELEM CODE	ELEMENT DESCRIPTION	ORIGINAL BUDGET	COMMITMENTS	EXPENDITURES	CURRENT FORECAST	BUDGET / FORECAST VARIANCE
			TO DATE	TO DATE	TO DATE	
C	CONSTRUCTION	21,425,000	22,009,000	15,682,000	24,430,000	3,005,000
S	SPECIAL CONDITIONS	300,000	800,000	280,000	489,000	189,000
R	RIGHT-OF-WAY	-	-	-	-	-
P	PROFESSIONAL SERVICES	2,775,000	3,962,000	3,591,000	4,398,000	1,623,000
PC	PROJECT CONTINGENCY	2,800,000	-	-	-	2,800,000
<b>TOTAL PROJECT</b>		<b>27,300,000</b>	<b>26,771,000</b>	<b>19,553,000</b>	<b>29,317,000</b>	<b>2,017,000</b>



# Universal Pedestrian Bridge Project Schedule Update

Universal City Pedestrian Bridge - Project Schedule - January 2016					
STATION	FINISH DATE	Jan-16	Feb-16	Mar-16	Apr-16
Station 1	4/1/2016	[Green bar spanning Jan-16, Feb-16, Mar-16]			
Station 2	4/1/2016	[Green bar spanning Jan-16, Feb-16, Mar-16]			
Station 3	4/1/2016	[Green bar spanning Jan-16, Feb-16, Mar-16]			
Station 0	2/12/2016	[Green bar spanning Jan-16, Feb-16]			
Bridge Work	2/23/2016	[Green bar spanning Jan-16, Feb-16]			
Sitework Station 1	3/28/2016	[Green bar spanning Jan-16, Feb-16, Mar-16]			
Sitework Station 2	3/31/2016	[Green bar spanning Jan-16, Feb-16, Mar-16]			
Sitework Station 3	4/1/2016	[Green bar spanning Jan-16, Feb-16, Mar-16]			

# FTA Quarterly Planning Update

## February 24, 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
  - Airport Metro Connector - 96th Street Transit Station
  - Eastside Transit Corridor Phase 2
- TIGER Planning Grant Projects
  - Willowbrook/Rosa Parks Station Master Plan Implementation Project
  - Eastside Access Improvements
  - Rail to Rail Active Transportation Corridor Connector Project





# Potential Ballot Initiative Update Transportation Plan Roadmap

WE ARE HERE						
	OCTOBER 2015	NOVEMBER– DECEMBER 2015	JANUARY– MARCH 2016	APRIL– JUNE 2016	JULY– SEPTEMBER 2016	OCTOBER– DECEMBER 2016
<b>EXPENDITURE PLAN</b> 	> Plan Framework	> Finalize Framework	> Evaluate Project Sequencing	> Finalize Project Sequencing	> Submit Ballot Measure	 <b>ELECTION NOV 8, 2016</b>
<b>STAKEHOLDER &amp; COMMUNITY OUTREACH</b> 	> 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	
<b>EDUCATION</b> 	> Annual Report > Launch LRTP Website	> Education Campaign Begins	> Quality of Life Report	> Telephone Town Halls	> Voter Information Begins	
<b>BOARD ACTIVITIES</b> 	> Framework Presented	> Action on Framework	> Expenditure Plan Draft Released	> Final Expenditure Plan Action		

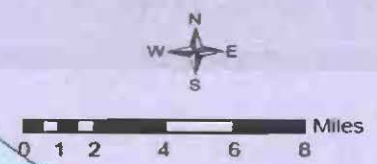


# Metro Rapid System Gap Closure Lines

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
Sepulveda (Last 25% in Culver City)	Completed – City of Los Angeles (75% of corridor) January 29 <sup>th</sup> – City released RFP to install TPS system**	April 2016 – Award contract June 2018 – Complete installation**
Torrance-Long Beach	Installation (100%) complete (up from 85%)	Complete
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**



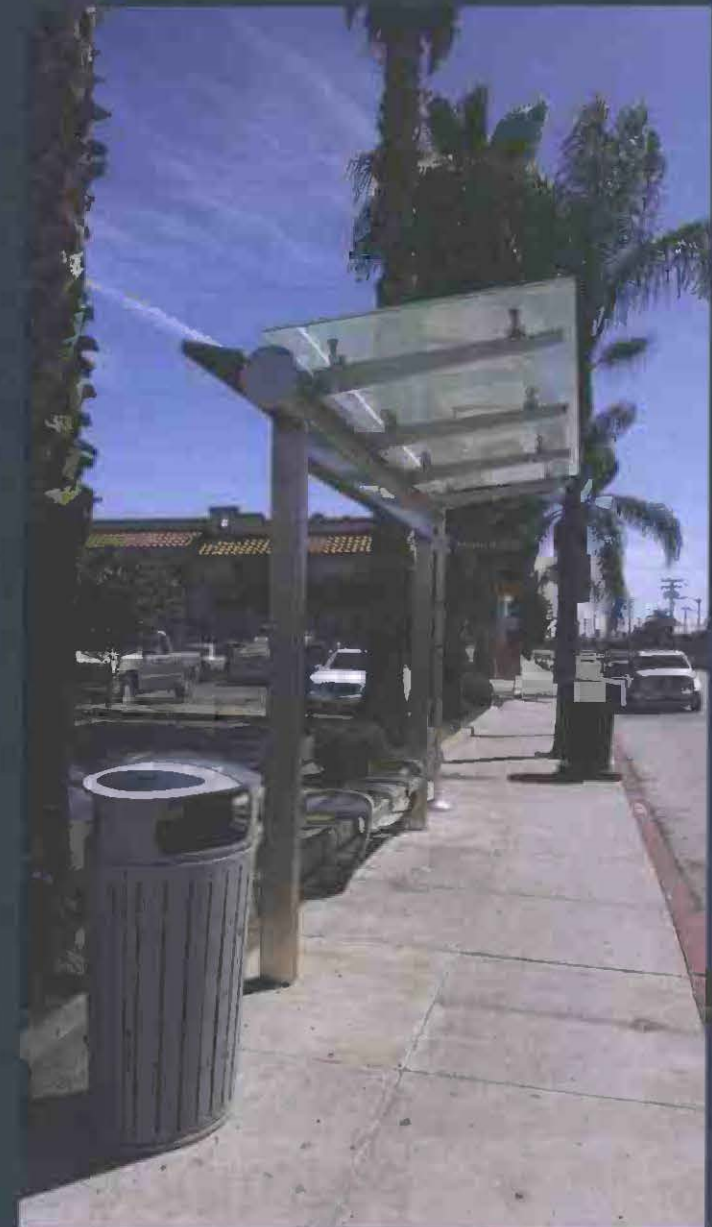
# Metro Rapid System Gap Closure Lines Shelter Implementation

## Status

- Completed 42 locations in seven cities
  - San Fernando
  - South Gate
  - Lynwood
  - Rosemead
  - South El Monte
  - Vernon
  - Bell

## Next Steps

- Spring/Summer 2016 – On target to complete installation at remaining 48 locations





# Metro Rapid System Gap Closure Lines

## Current Project Budget and Expenditures

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

Activities	Approved Budget	Current Budget	Expenditures To Date	Forecast to Complete
Transit Signal Priority	\$24,044,301	\$24,044,301	\$15,976,697	\$23,121,925
Shelters	\$ 5,160,000	\$ 5,160,000	\$ 2,000,682	\$1,650,000*
<b>TOTAL</b>	<b>\$29,204,301</b>	<b>\$29,204,301</b>	<b>\$17,977,379</b>	<b>\$24,771,925</b>

\*Forecast to complete for Gap Closure shelters only



**Metro**

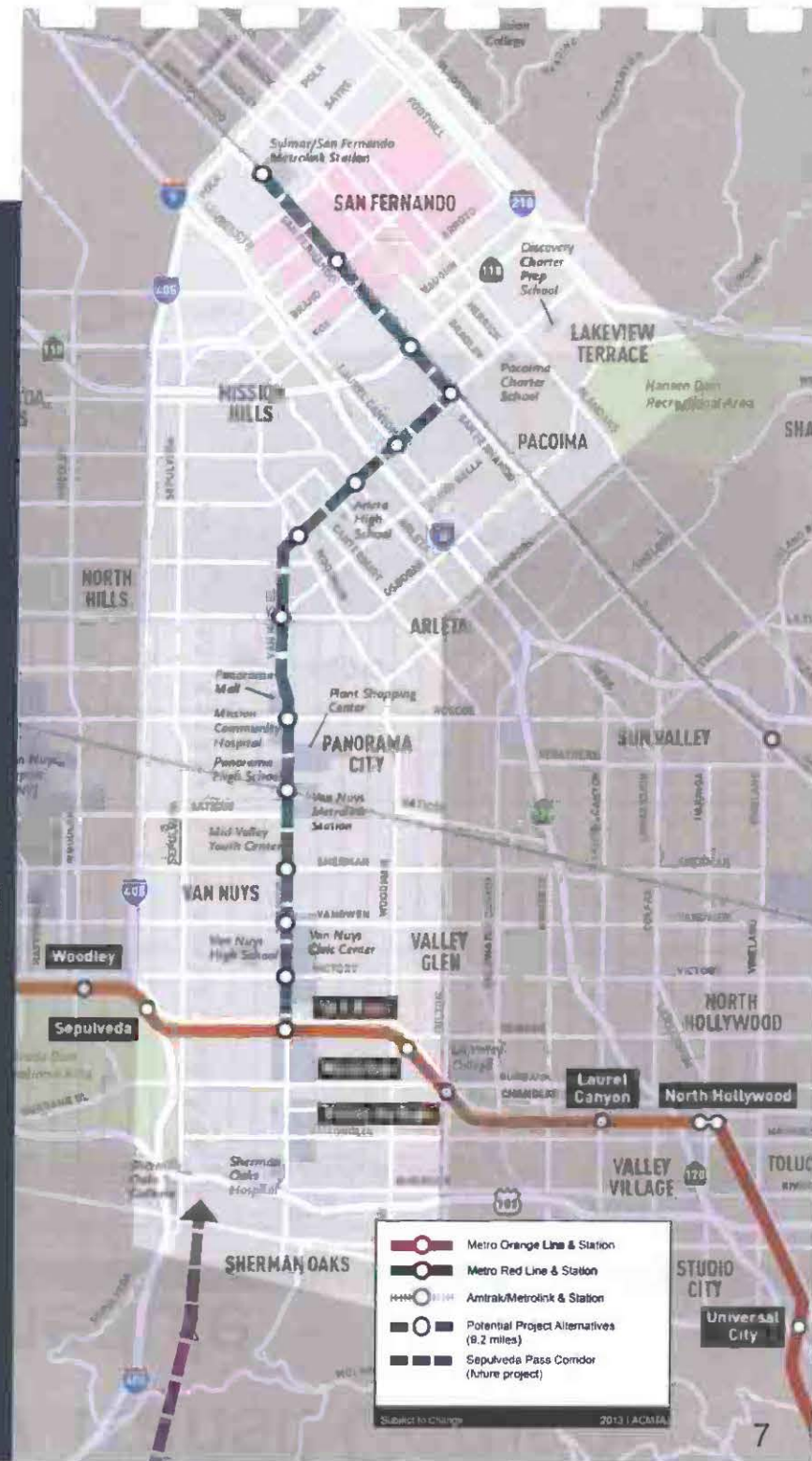
# East San Fernando Valley Transit Corridor

## Status

- Completing Administrative Draft EIS/EIR:
  - Two Bus Rapid Transit (BRT) alternatives
  - Two Rail alternatives
  - Community Outreach:
    - Project website and printed materials updated
    - Participate in ongoing outreach through other organizations
      - February 20<sup>th</sup> – “Connect the Dots”
      - March 6<sup>th</sup> – CicLAvia

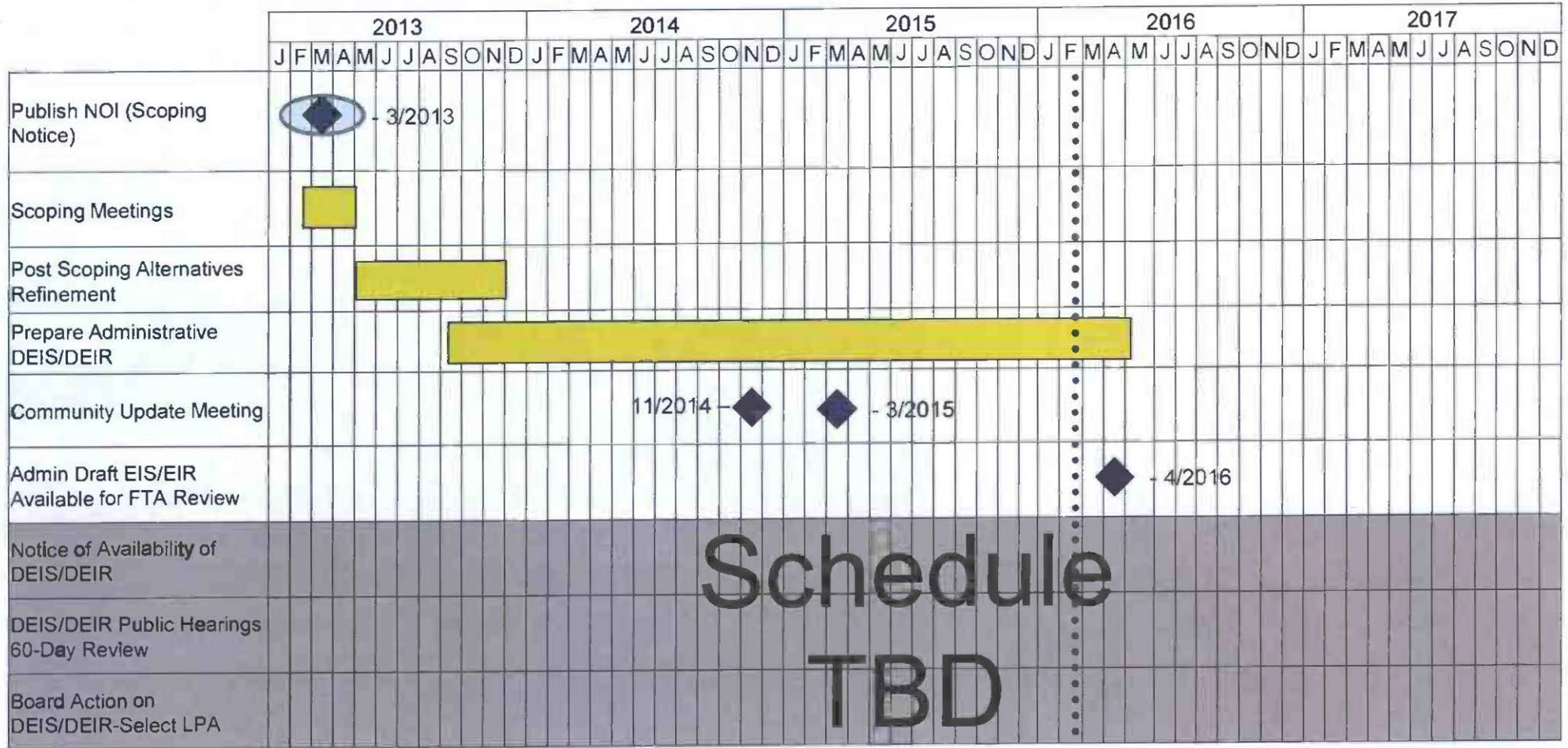
## Next Steps

- April 2016 – Administrative Draft EIS/EIR to FTA (anticipated)





# East San Fernando Valley Transit Corridor DEIS/DEIR Schedule



◆ = Milestone Date

○ = FTA Action

Last Revised: 2/2016

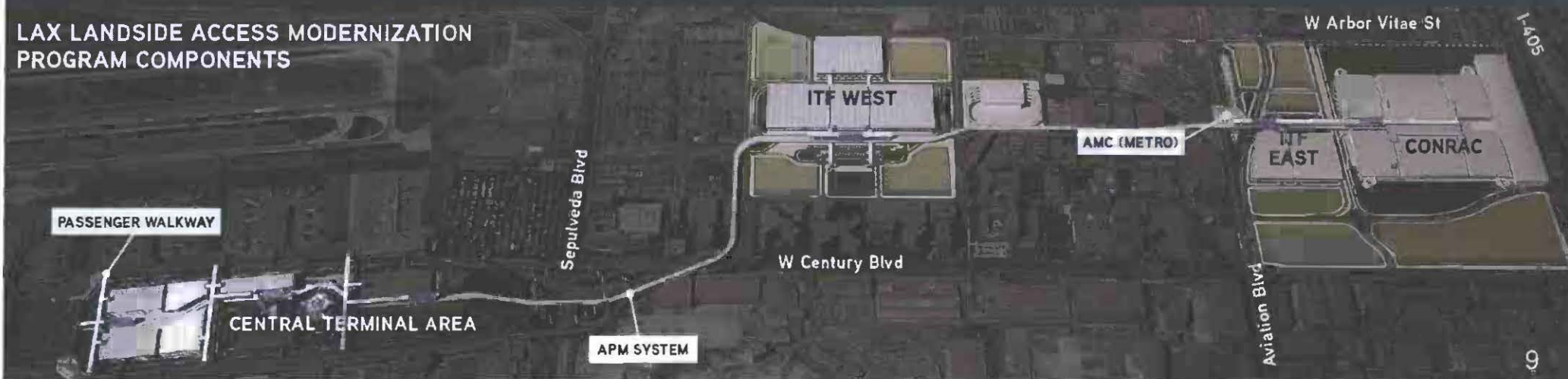
Schedule  
TBD



# Airport Metro Connector - 96<sup>th</sup> Street Transit Station

## Status

- Environmental Review Process
  - Preparing Draft EIR
  - Anticipate release Summer 2016
- Architectural and Engineering Design Services
  - Defining station's program elements
  - Preparing Conceptual Design Report
- Crenshaw/LAX Team
  - Issued Limited Notice to Proceed to complete design for track, guideway, and systems accommodations
  - Track work design is currently at 100% and is progressing to release for construction
  - Guideway and systems designs are approximately 85% and are progressing to 100%
  - Revising environmental technical memoranda for the Tail Track Relocation to include relocation of a communication pole onto Hertz property that was previously not identified

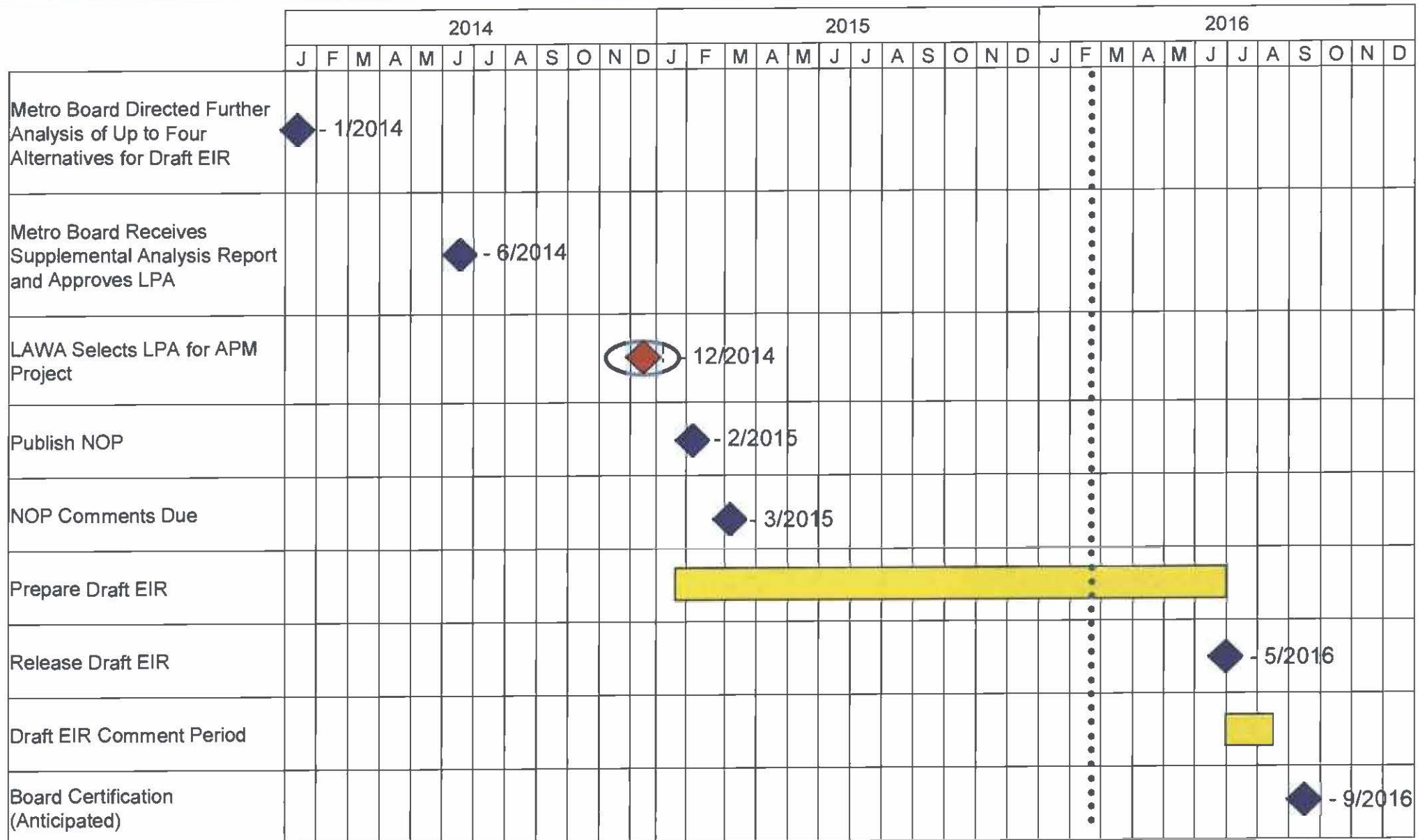


# Airport Metro Connector - 96<sup>th</sup> Street Transit Station

## Next Steps

- Continue:
  - Working on Draft EIR sections
  - Finalizing:
    - Conceptual Design Report
    - Guideway and systems designs for construction
  - Coordination with:
    - LAWA
    - Crenshaw/LAX project team
    - Southwestern Maintenance Yard
    - FTA on future initiation of NEPA documentation
      - Future funding opportunities
- September 2016 – Board Certification (anticipated)

# Airport Metro Connector - 96<sup>th</sup> Street Transit Station Schedule



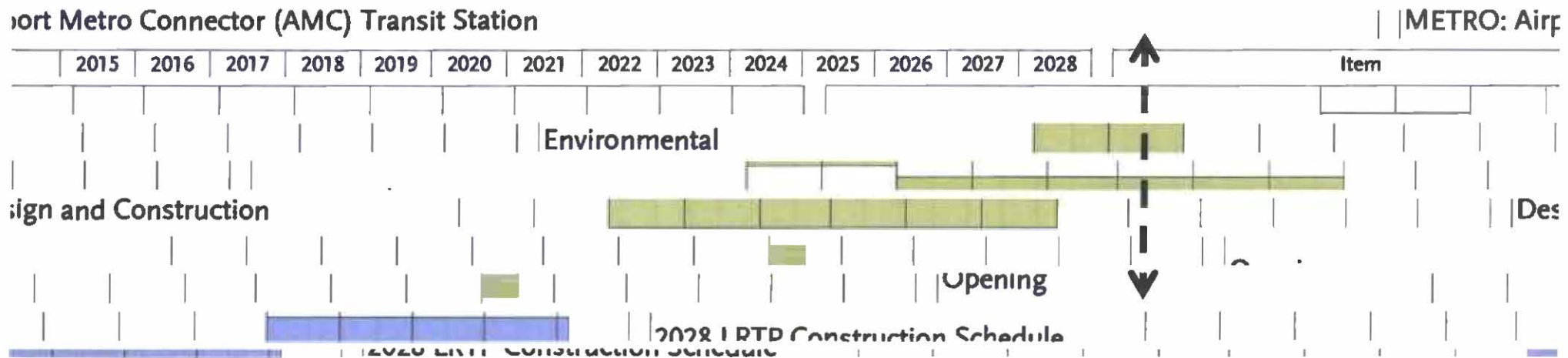
◊ = LAWA Milestones

◆ = Milestone Date

Last Revised: 2/2016



# Airport Metro Connector - 96<sup>th</sup> Street Transit Station Acceleration (5 years earlier than LRTP)\*



\* Contingent upon funding approval

# 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)
    - US Fish and Wildlife Service (USFWS)
  - Identification of new North/South connection to Washington Blvd
- Held monthly briefings with:
  - SR-60 Coalition
  - Washington Blvd Coalition
- Project briefings with elected officials and stakeholders

## Next Steps

- Complete additional technical analysis for alternatives screening
- Board approval of alternatives for further study
- Continue coordination with West Santa Ana Branch (WSAB) to Eastside Phase 2 Connection Study
  - Explore potential east-west connections between WSAB and Eastside Phase 2 Connection Study

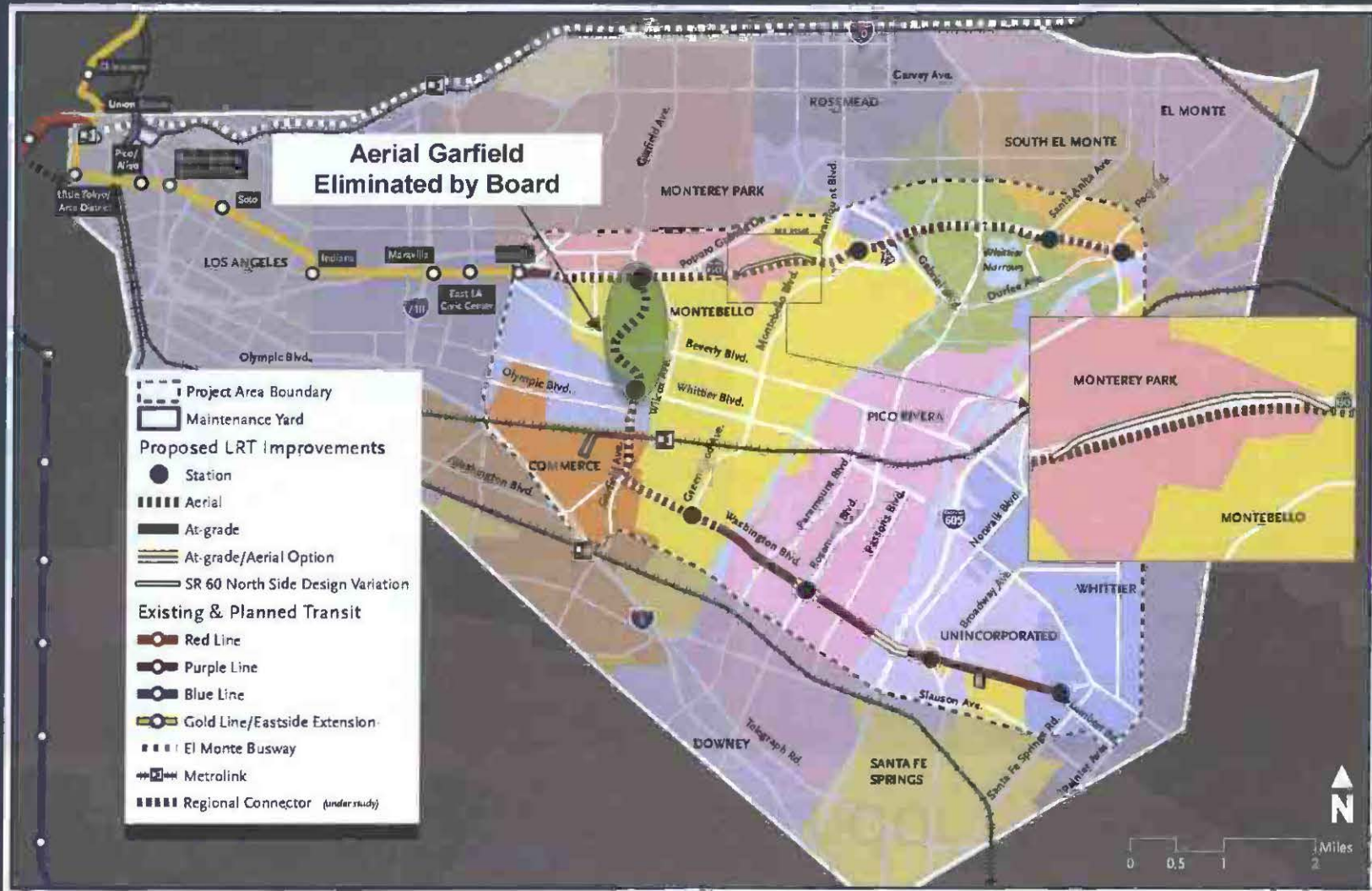




# Eastside Transit Corridor Phase 2

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

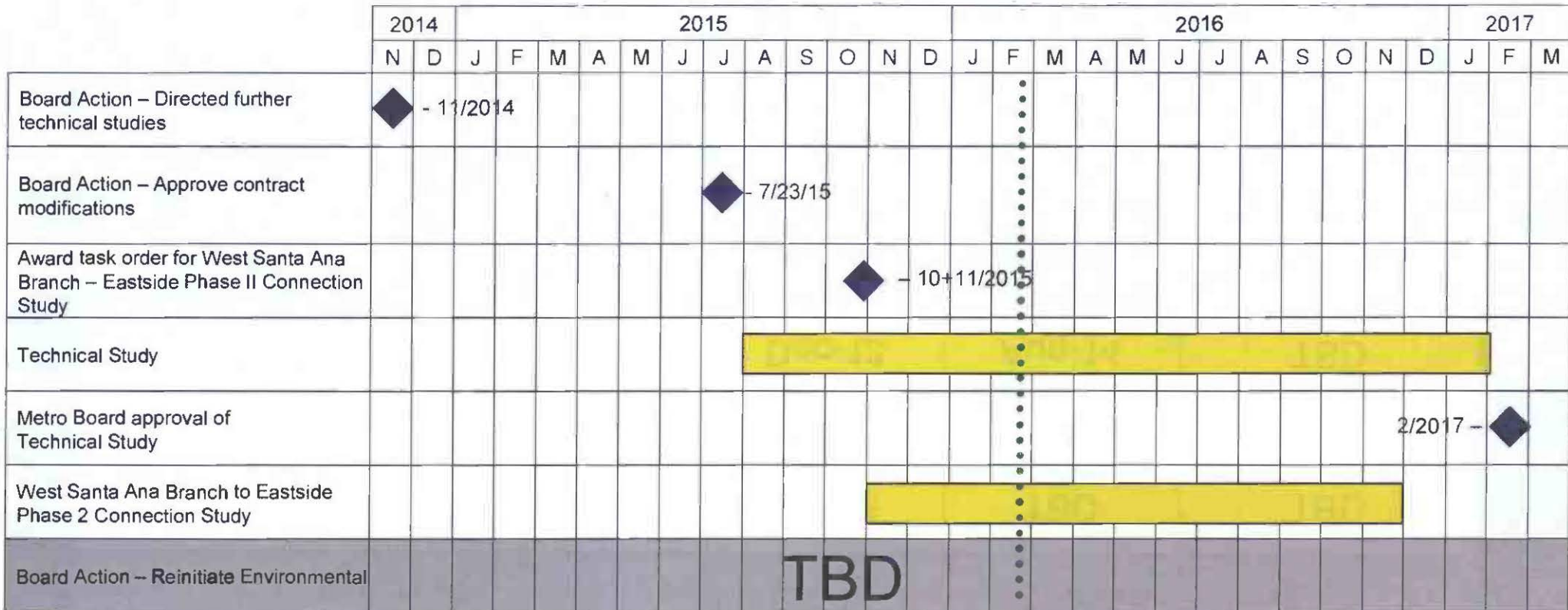
Washington LRT  
 9.5 Miles  
 6 Stations (3 aerial, 3 at-grade)  
 19,900 Average Daily Boardings (2035)  
 L RTP-\$2.4 Billion, 2035 RSD  
 Estimated Cost-\$2.8-\$3.2 Billion (YOE)  
 Measure R-\$1.2 Billion (2008\$)





# Eastside Transit Corridor Phase 2 Draft EIS/EIR Schedule

(Subject to Board Direction)



Last Revised: 1/2016

◆ = Milestone Date

# Milestones

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

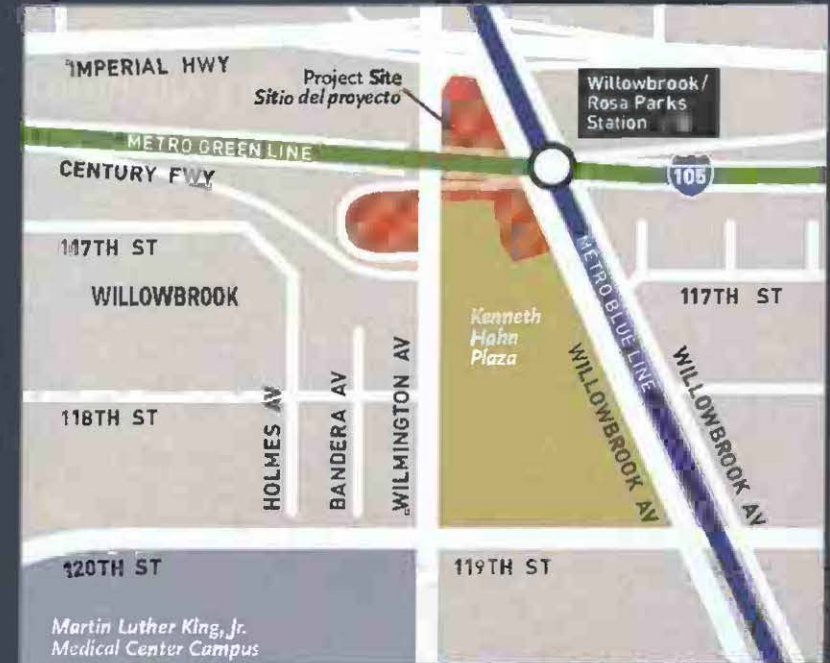
\* EIR only

\*\* November 2014 Board approved completion of further technical studies

# Willowbrook/Rosa Parks Station Master Plan Implementation Project

## Status

- January 2016:
  - Initiated Schematic Design
    - Station mezzanine, platform, and crossing concepts
    - Circulation scenarios
    - Completed Site Survey Work
  - Completed Outreach Plan
  - Preparing application for \$2.5 million in “Clean Transportation” funds through the State’s Mobile Source Air Pollution Reduction Review Committee (MSRC)



## FUNDING PLAN (millions)

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



**Metro**



# Willowbrook/Rosa Parks Station Master Plan Implementation Project



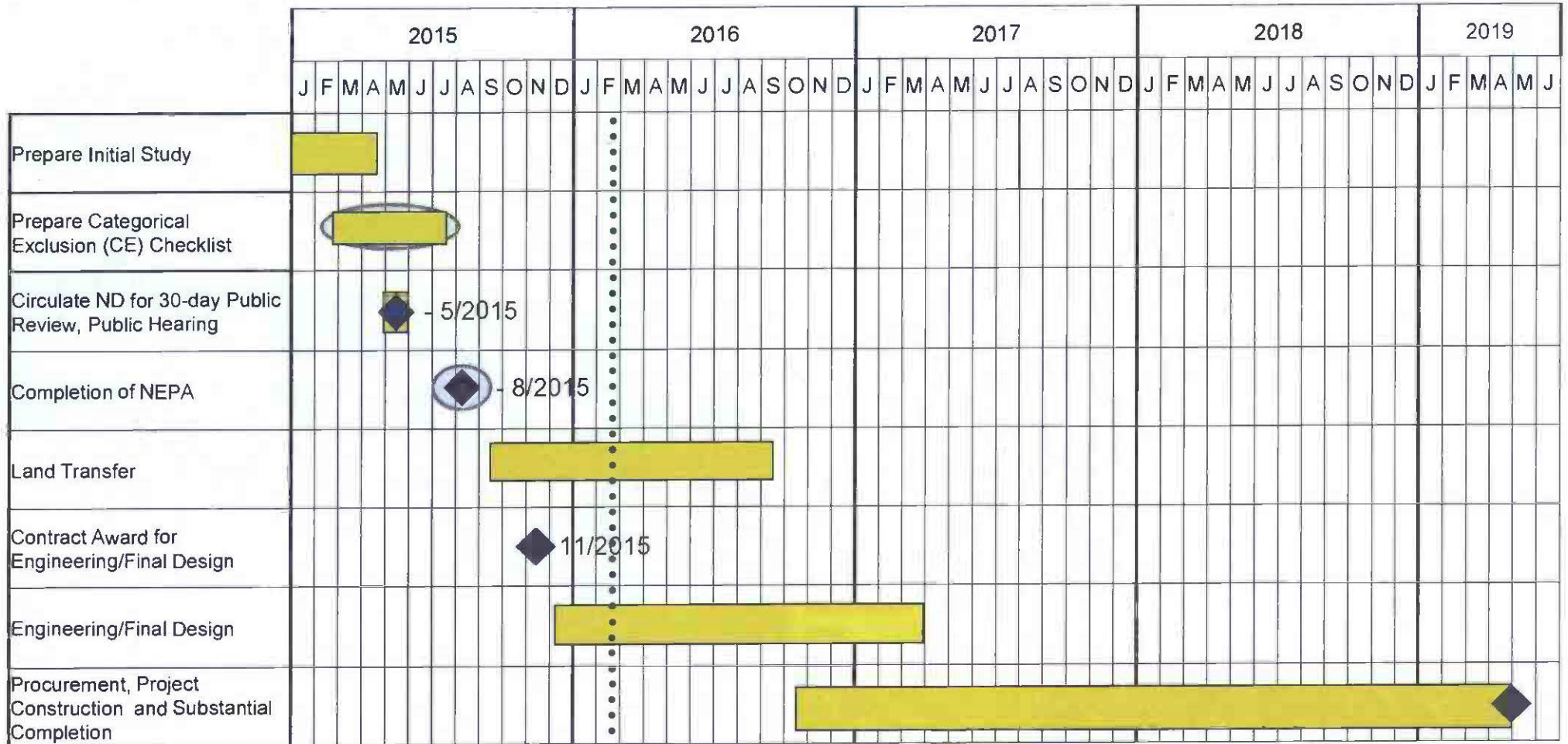
## Next Steps

- Schematic Design advanced to 15% completion
- Launch community outreach
- Advance consultation with Cooperating agencies
- Complete parcel acquisition with LA County Community Development Commission (CDC)
- Finalize Paper Grant Agreement and enter grant application in TrAMS



**Metro**

# Willowbrook/Rosa Parks Station Master Plan Implementation Project



Last Revised: 1/2016

◆ = Milestone Date

○ = FTA Action



# Eastside Access Improvements

## Status

- Completed proposal evaluations
  - Design of improvements
  - Provide construction support

## Next Steps

- February 25, 2016 – Contract award
- Update stakeholders on project improvements
  - Initiate 30% design level of improvements





# Eastside Access Improvements Santa Fe Avenue by SCI ARC

Before



After (new bike lanes)



Metro





# Rail to Rail Active Transportation Corridor (ATC) Connector Project

## Status

- January 2016
  - Evaluating proposals to complete environmental clearance and PE for Segment A

## Next Steps

- May 2016 – Contract award









# P3010 Light Rail Vehicle Acquisition Program



## FTA Quarterly Meeting

Reporting Period: November 2015 - January 2016

Presentation Date: February 24, 2016



**Metro**



# P3010 Light Rail Vehicle Acquisition Program

## MAJOR ACTIVITIES DURING REPORTING PERIOD

- Production Conformance Testing and shipping inspections on the following cars have been completed and vehicles have been shipped to Monrovia Shop (Division 24) and Green Line Shop (Division 22) to perform post shipment inspection and vehicle-level qualification testing:

Car Number	Shipment Dates
1011	Nov 20, 2015
1012	Nov 25, 2015
1013	Dec 11, 2015
1014	Dec 17, 2015
1015	Dec 23, 2015
1016	Dec 29, 2015
1017	Jan 15, 2016
1018	Jan 23, 2016

- Final assembly work continues on Cars No. 1019-1028 in Palmdale, CA.

# P3010 Light Rail Vehicle Acquisition Program

## MAJOR ACTIVITIES DURING REPORTING PERIOD

### Commissioning Sites (Metro Foothill, Gold, Blue & Green Lines)

- KI completed with the vehicle-level Design Conformance (Qualification) testing on Pilot Cars 1 and 2, and Car No. 1004 at Metro Green Line(MGL).
- KI started 4,000 Mile Operational Test on Jan 25, 2016 at Blue Line (MBL).

### Production Conformance Tests & 1000 miles burn-in

- KI had completed 1000 miles burn-in on Car 1006 with open items to be close.
- KI started 1000 miles burn-in on Car 1008 Jan 26, 2016.
- KI continues with the vehicle-level Production Conformance (Routine) testing on Cars No. 1003, 1005 - 1016 at Foothill Extension Line (Metro Division 24), and Cars No. 1017 – 1018 at Green Line (Metro Division 22).



# P3010 Light Rail Vehicle Acquisition Program

## PROGRAM STATUS

### Schedule:

- KI remains compliant with contract requirements (78 LRVs in 53 months)
- Production Cars (Cars 1003 – 1046) manufacturing, assembly and testing have slipped varying numbers of days.
- Continuing delays in Post Arrival Car Testing, and Production Car Final Assembly.
- Conditional Acceptance is targeted to take place mid-February 2016.
- KI's November 2015, December 2015 & January 2016 Delivery Schedule Updates have been disapproved due to unexplained delays and lack of recovery/mitigation plans. Metro and KI are working together to recover the slippage.

### Design Validation:

- Production Baseline Design Reviews: 100% Completed.
- Safety Certification Required Document: 97% Completed as of end of Jan. 2016
- First Article Inspections (FAIs): 100% Completed.
- Design Qualification Tests: 96% Completed.
- Contract Deliverables Requirements List (CDRL), 87% 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	\$263,211,780.00	\$123,968,730.50	\$139,243,049.50
Spare Parts	\$19,911,594.00	\$0.00	\$19,911,594.00
Special Tools	\$819,258.00	\$0.00	\$819,258.00
Diagnostic Test Equipment	\$2,683,041.00	\$0.00	\$2,683,041.00
Base Buy Training	\$1,366,776.00	\$129,844.10	\$1,236,931.90
Manuals	\$675,512.00	\$0.00	\$675,512.00
Performance Bond	\$8,714,500.00	\$8,714,500.00	\$0.00
On-Site Engineer	\$1,679,366.00	\$681,794.10	\$997,571.90
Vehicle Sub-Total	\$299,061,827.00	\$133,494,868.70	\$165,566,958.30
Contingency Sub-Total	\$16,078,011.00	\$5,373,918.62	\$10,704,092.38
<b>VEHICLE TOTAL</b>	<b>\$315,139,838.00</b>	<b>\$138,868,787.32</b>	<b>\$176,271,050.68</b>

### 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	\$9,912,918.66	\$11,295,830.34
Professional Services (Element B)	\$8,378,885.00	\$1,882,638.89	\$6,496,246.11
<b>CONSULTANTS TOTAL</b>	<b>\$29,587,634.00</b>	<b>\$11,795,557.55</b>	<b>\$17,792,076.45</b>



**Metro**

# P3010 Light Rail Vehicle Acquisition Program

## PROJECT BUDGET (Options #1 & #4)

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

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





# P3010 Light Rail Vehicle Acquisition Program

## PROJECT BUDGET (Options #2 & #3)

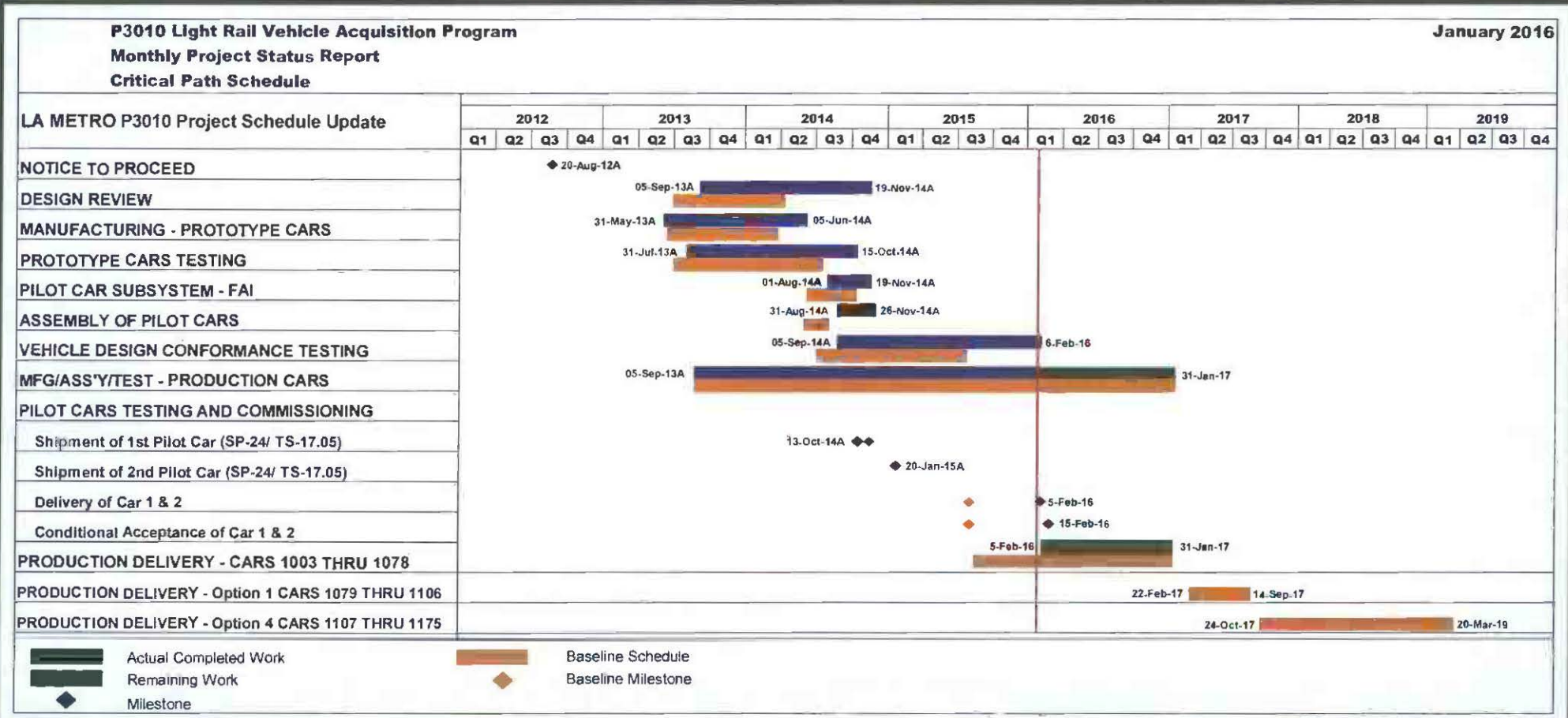
ELEMENT (KI/CONTRACTOR)	LRV PROJECT BUDGET (OPTIONS 2 & 3)	LRV PROJECT BUDGET INVOICED TO DATE	LRV PROJECT BUDGET REMAINING
Options 2 & 3 (60 LRVs)	\$200,825,301.00	\$7,631,361.02	\$193,193,939.98
Spare Parts	\$14,821,367.00	\$0.00	\$14,821,367.00
Special Tools	\$364,828.00	\$0.00	\$364,828.00
Diagnostic Test Equipment	\$1,326,576.00	\$0.00	\$1,326,576.00
Training			
Manuals			
Performance Bond	\$7,420,732.00	\$0.00	\$7,420,732.00
On-Site Engineer			
<b>Vehicle Sub-Total</b>	<b>\$224,758,804.00</b>	<b>\$7,631,361.02</b>	<b>\$217,127,442.98</b>
<b>Contingency Sub-Total</b>	<b>\$15,869,912.00</b>		<b>\$0.00</b>
<b>VEHICLE TOTAL</b>	<b>\$240,628,716.00</b>		<b>\$217,127,442.98</b>

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



# 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 January 31, 2016.



# P3010 Light Rail Vehicle Acquisition Program

## TOP THREE POTENTIAL RISKS

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





# P3010 Light Rail Vehicle Acquisition Program

## ANTICIPATED ACTIVITIES FOR NEXT REPORTING PERIOD

### Final Assembly Site:

- Continue assembly work and perform vehicle functional testing on Cars Nos. 1019 – 1028
- Ship Cars No. 1019 – 1028 to Green Line Shop (Division 22).

### Commissioning Site:

- KI to complete 4000 miles Tests
- Delivery and Conditional Acceptance of the first badge of Cars
- Continue with Production Conformance Tests on LRVs at Metro's commissioning site
- KI to prepare for pre-revenue service operation with LRVs that are ready at Foothill Extension Line.

### Safety Certification

- KI to complete the remaining 1% of test reports for Metro review & CPUC approval
- Metro to coordinate review and approval of the Safety Certification Checklists with Corporate Safety and CPUC

Los Angeles County  
Metropolitan Transportation Authority

# Heavy Rail Vehicle Acquisition Program



FTA Quarterly Meeting Review  
February 24, 2016



**Metro**

# New Heavy Rail Vehicle Program

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

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	\$1,368,885	\$21,084,615	\$22,453,500
MTA ADMINISTRATION	\$8,365,000	\$1,090,000	\$7,275,000	\$8,365,000
VEHICLE SUBTOTAL	\$264,547,500	\$2,458,885	\$262,088,615	\$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
<b>TOTAL PROJECT</b>	<b>\$291,000,500</b>	<b>\$2,458,885</b>	<b>\$288,541,615</b>	<b>\$291,000,500</b>



# 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:**

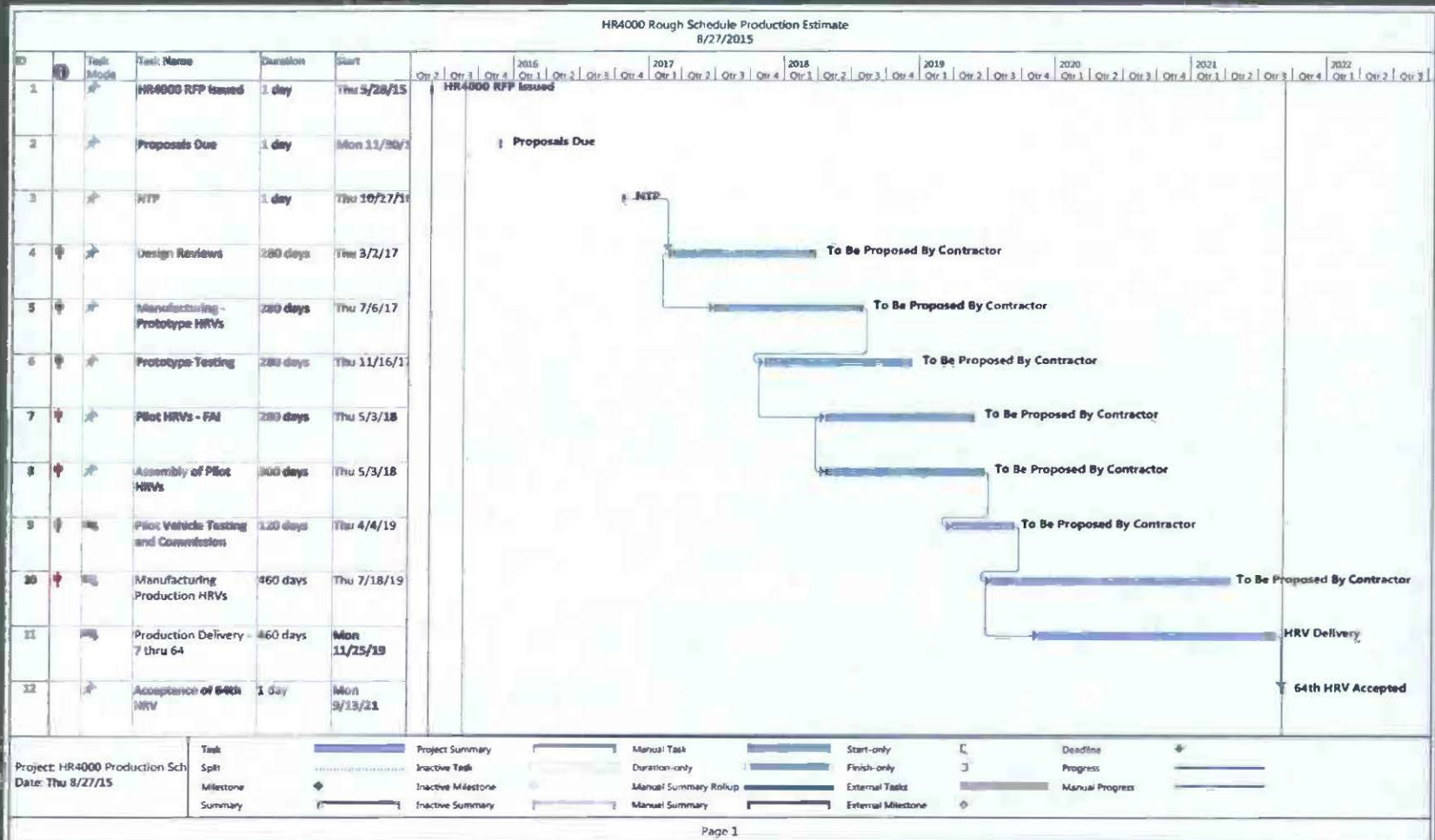
- Option 1 (24 HRVs) and Option 2 (84 HRVs) to support fleet and service expansion.
    - Option 3 (20 HRVs) to support the Purple Line Extension (PLE), Segment 2
    - Option 4 (16 HRVs) to support the Purple Line Extension (PLE), Segment 3
    - Option 5 (74 HRVs) for the A650 Option Buy fleet replacement



**Metro**

# New Heavy Rail Vehicle Program

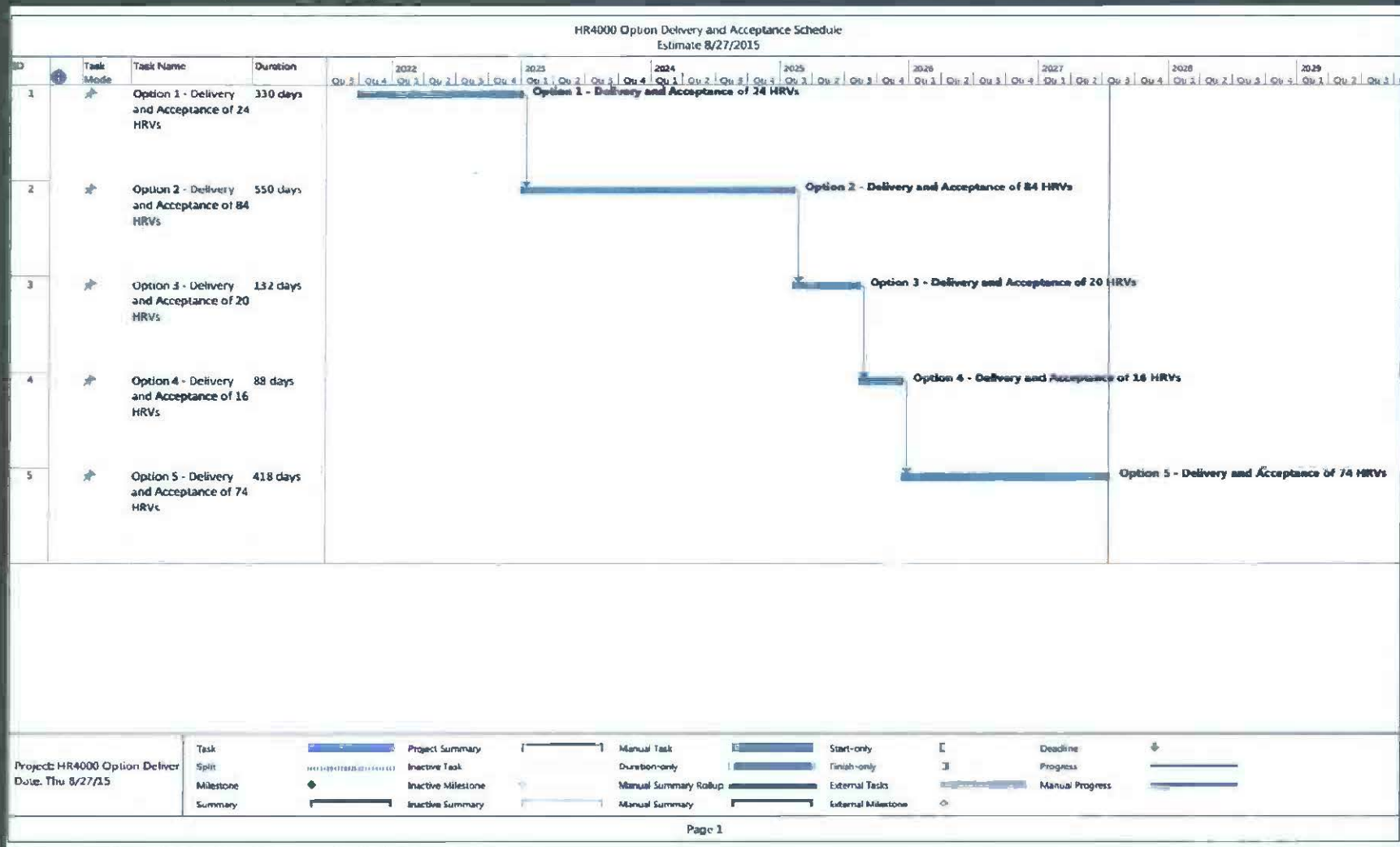
- SCHEDULE (DRAFT) – BASE ORDER



Metro

# 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	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
2	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
3	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
4	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
5	Construction	New Carbuilder, new final assembly facility may delay vehicle delivery	25-Jan-16	4	3	2	7	LACMTA	Mitigate	1. Use lessons learned from LACMTA projects and other Transit Agencies 2. Closely monitor Contractor plans for facility design and construction.	3	3	2	6

# 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
- **ANTICIPATED ACTIVITIES FOR NEXT REPORTING PERIOD**
  - Black-Out Period
  - Evaluation of Proposals

### FTA Quarterly Review Action Item Report – December 2, 2015

Item No.	Status	Description	Responsible Agency	Responsible Staff	Due Date
1-12/2	Open	Metro to provide the FTA/PMOC a copy of the Metro Division 20 Rail Corridor Study.	LACMTA	Calvin Hollis	2/29/16
3-12/2	Open	Metro to provide the PMOC/FTA the results of the OIG Audit of the Westside Purple Line Extension Section 1 Project.	LACMTA	Dennis Mori/ Rick Wilson	12/31/15
1-5/27	Open	Metro Crenshaw /LAX Transit Project staff and Metro Planning staff to schedule a meeting with FTA/PMOC to identify and delineate cost/schedule impacts between the Southwest Yard and 96 <sup>th</sup> Street Station following approval of the Southwest Yard Baseline Schedule and the contractor's response to the request for change order.	LACMTA	Charles Beauvoir/ Robert Rincon/ Calvin Hollis	7/30/15
7-2/25	Open	Metro to hold a meeting with Metro Engineering and Construction staff and Metro Planning staff to discuss the Airport Metro Connector Station when operational issues are known. The Station Architectural Contract to Gruen/Grimshaw was approved by the Metro Board on July 23, 2015. Contract award is anticipated in August with NTP to follow.	LACMTA	Bryan Pennington/ Charles Beauvoir/ Calvin Hollis	TBD
8-2/25	Open	Metro to provide the FTA/PMOC an updated Rail Fleet Management Plan (RFMP), including a revised Light Rail Vehicle (LRV) section, upon completion.	LACMTA	Bruce Shelburne	TBD



**FTA Quarterly Review Action Item Report – December 2, 2015**

<b>Item No.</b>	<b>Status</b>	<b>Description</b>	<b>Responsible Agency</b>	<b>Responsible Staff</b>	<b>Due Date</b>
2-12/2	Closed	Metro and PMOC staff to arrange a Joint Meeting with the P3010 Contractor to discuss and review issues and delays in vehicle assembly rates.	LACMTA/ PMOC	Jesus Montes/ Robert Owen	1/15/16