

Los Angeles County
Metropolitan Transportation Authority

FTA Quarterly Review

Briefing Book

MAY 25, 2016



Metro

FTA QUARTERLY REVIEW MEETING

Los Angeles County Metropolitan Transportation Authority

Wednesday, May 25, 2016 – 9:00 a.m.

William Mulholland Conference Room – 15th Floor

I. OVERVIEW

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

PRESENTER

Leslie Rogers
Phillip Washington
Drew Phillips
Charles Safer
James Brown

II. CONSTRUCTION REPORTS

- A. Program Management Overview
- B. Crenshaw/LAX Transit Project
- C. Westside Purple Line Extension Section 1 Project
- D. Westside Purple Line Extension Section 2 Project
- E. Regional Connector Transit Corridor Project
- F. Patsaouras Plaza Bus Station Project
- G. 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 – 96th Street Transit Station
 - Eastside Transit Corridor Phase 2
- D. TIGER VI Planning Grant Projects
 - Willowbrook/Rosa Parks Station
Master Plan Implementation Project
 - Eastside Access Improvements
- E. TIGER VII Planning Grant Project
 - Rail to Rail Active Transportation
Corridor Connector Project
- F. Ladders of Opportunity Grant Project
 - Cesar Chavez Bus Stop Improvements Project

Therese McMillan

IV. FTA ACTION ITEMS

FTA/PMOC

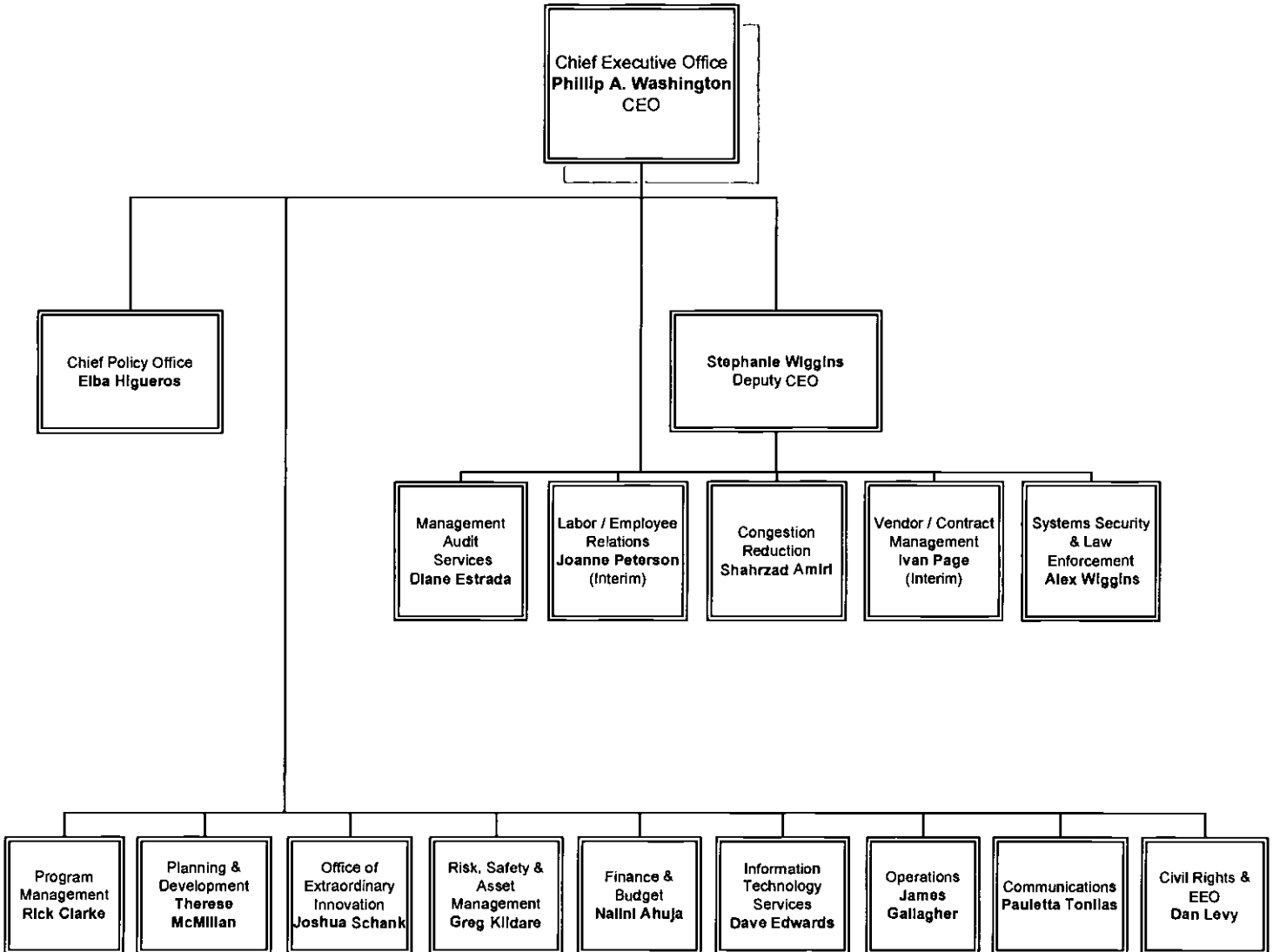
V. PROPOSED SCHEDULE AND LOCATION OF NEXT MEETING

Los Angeles County Metropolitan Transportation Authority

Wednesday, August 24, 2016

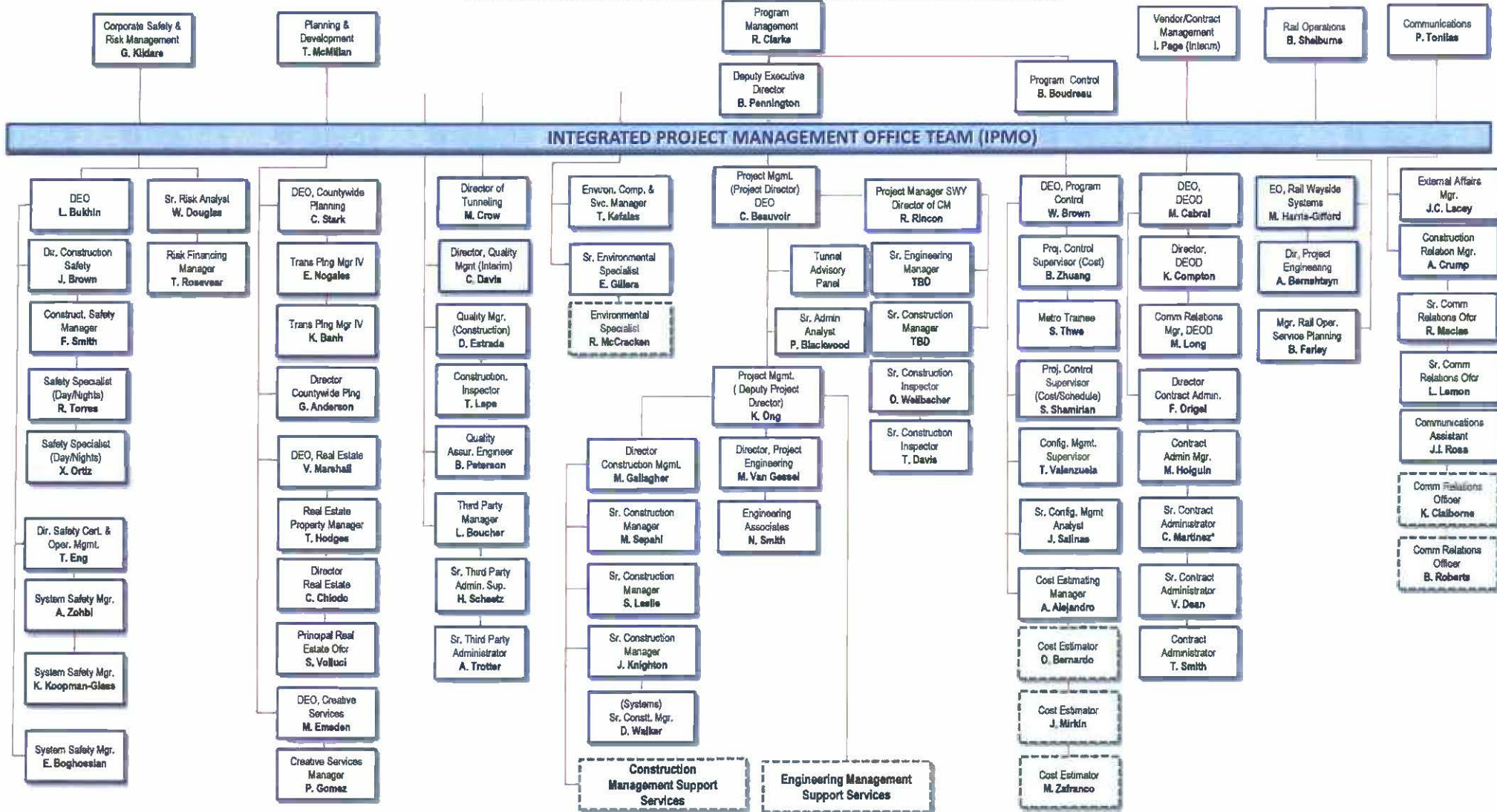
William Mulholland Conference Room - 15th Floor

LACMTA Organization Chart



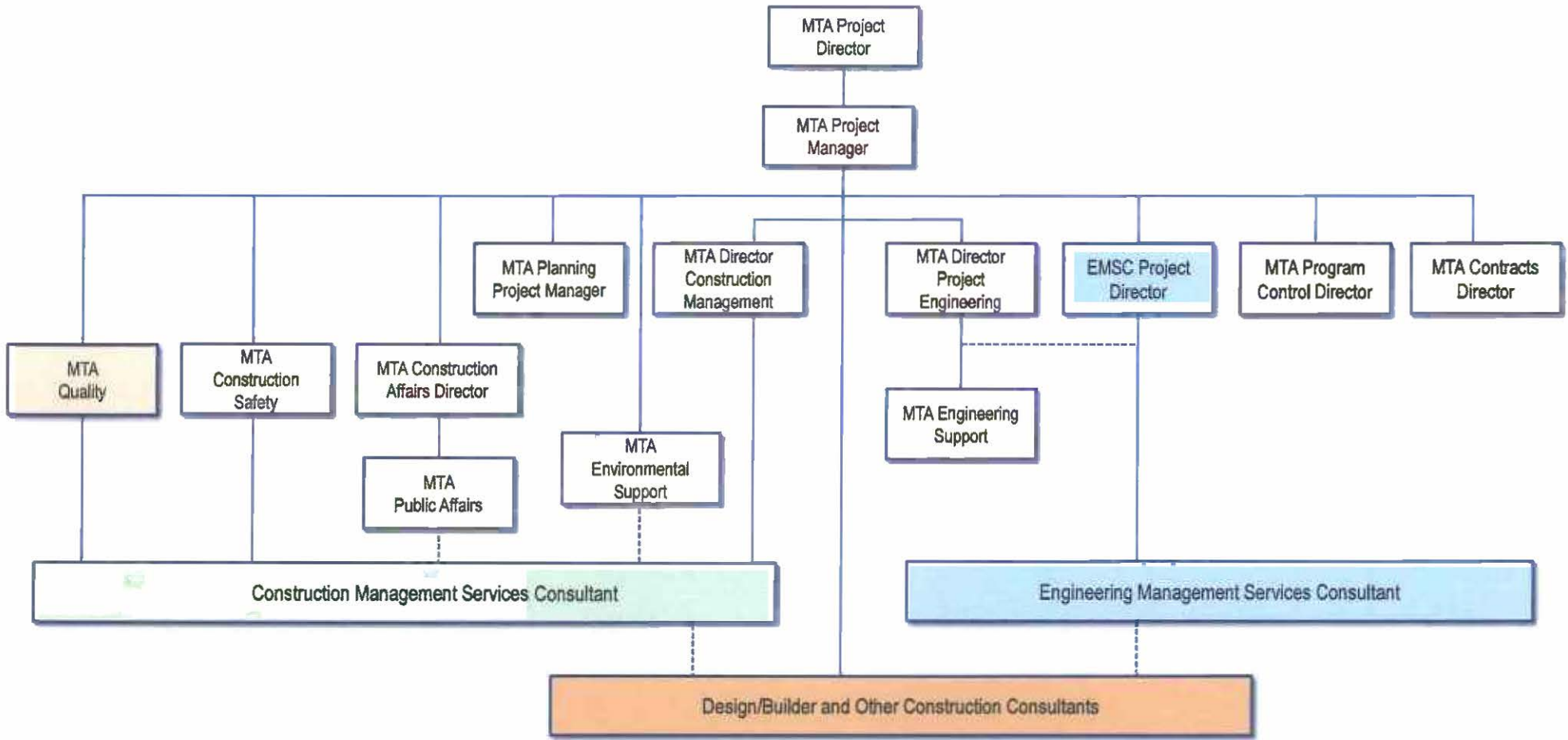
CRENSHAW/LAX TRANSIT PROJECT MATRIX ORGANIZATION

Metro Executive Management Organization and Staff



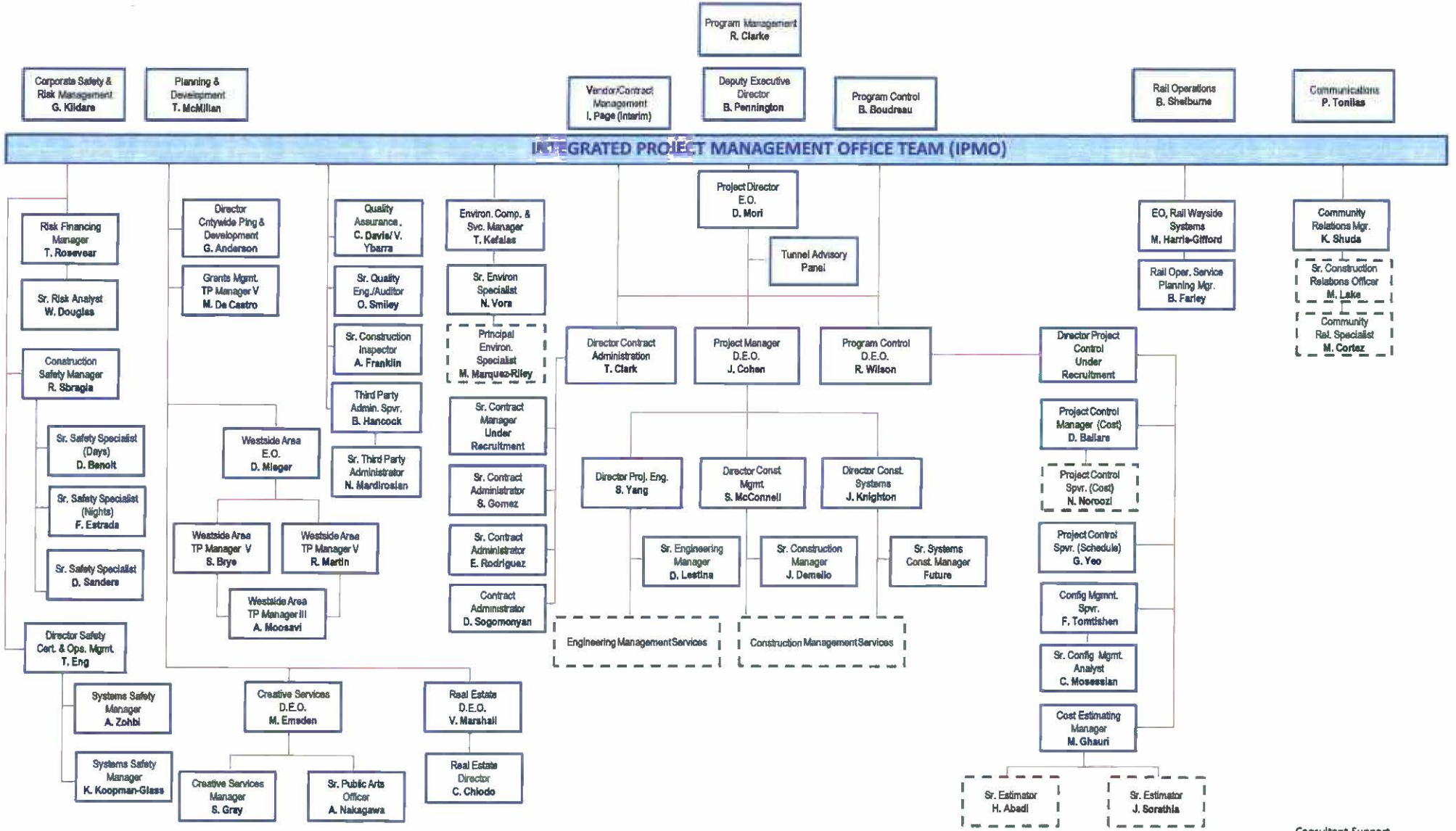
Consultant Support

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



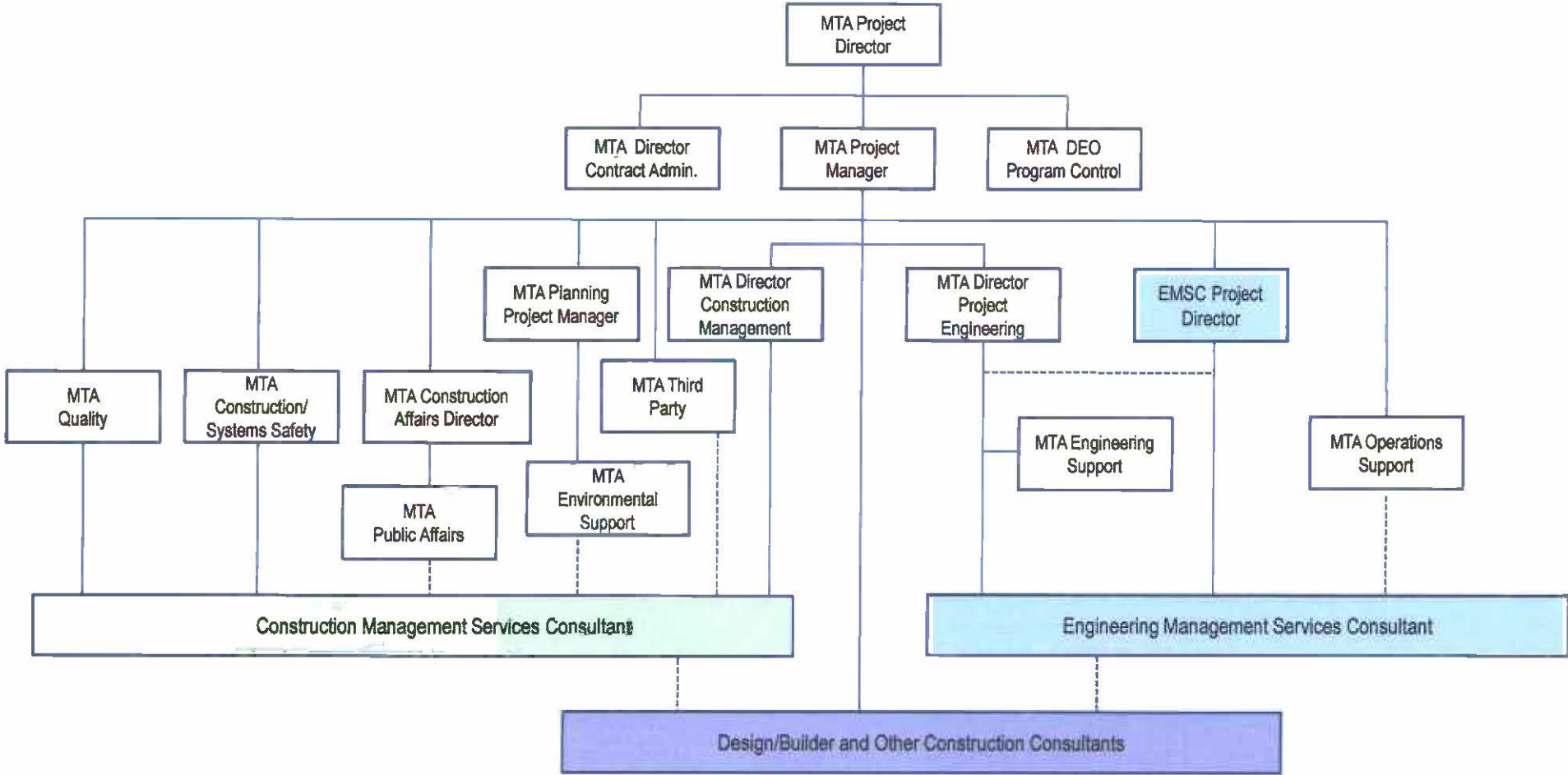
WESTSIDE PURPLE LINE EXTENSION SECTION 1 Matrix Organization

Metro Executive Management Organization and Staff



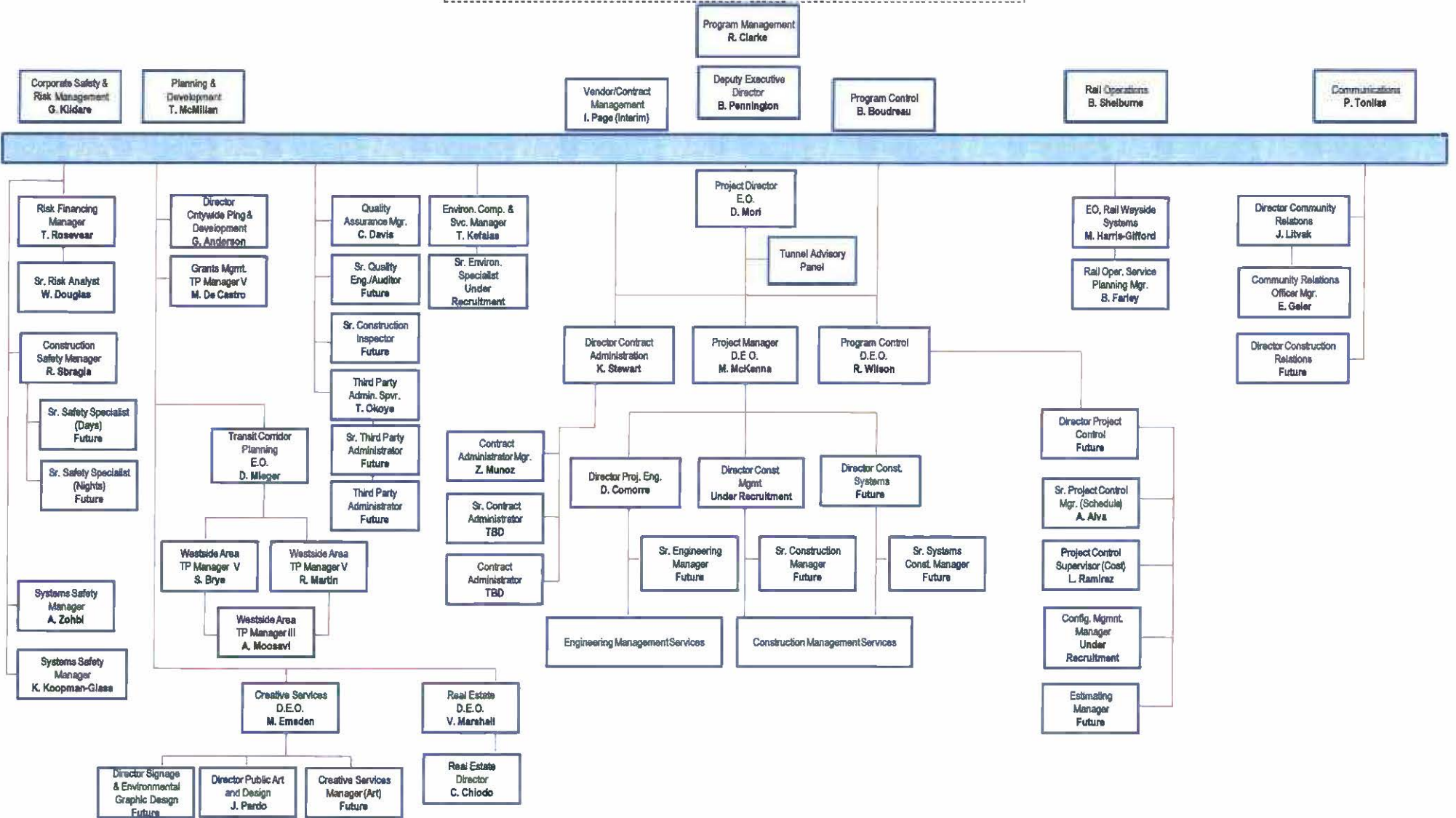
Consultant Support

Westside Purple Line Extension Section 1 Responsibility and Reporting Matrix

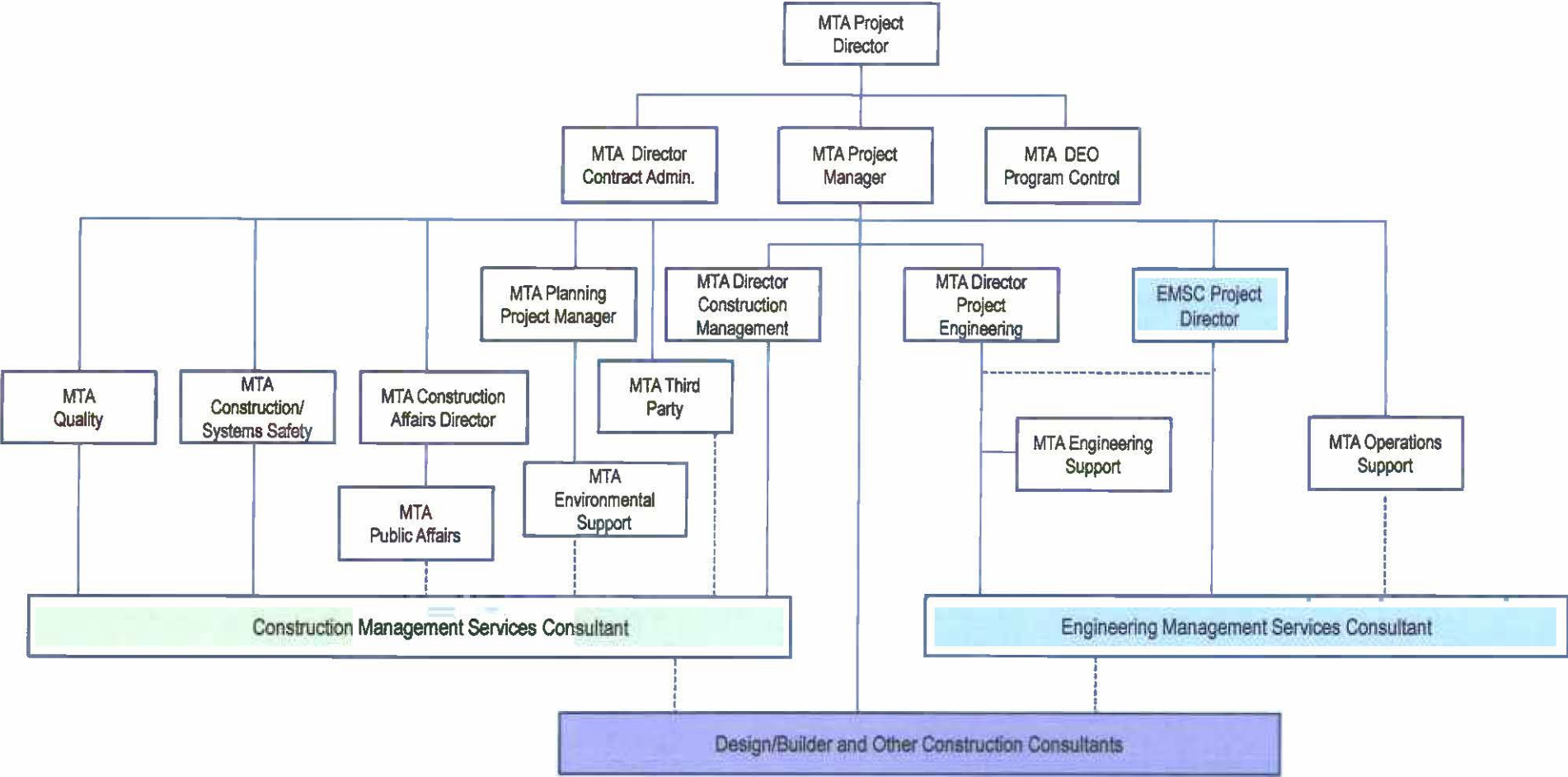


WESTSIDE PURPLE LINE EXTENSION SECTION 2 Matrix Organization

Metro Executive Management Organization and Staff

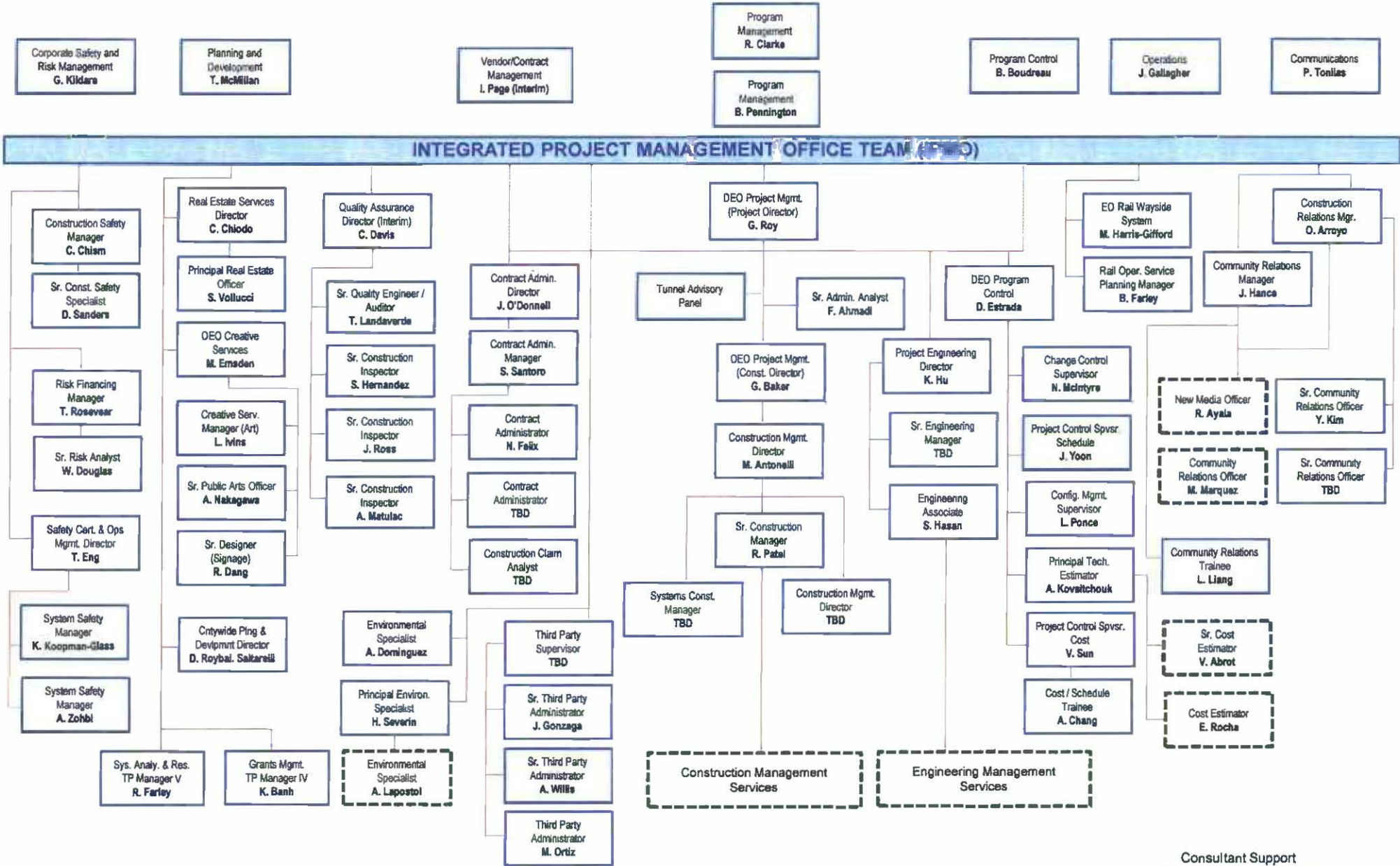


Westside Purple Line Extension Section 2 Responsibility and Reporting Matrix

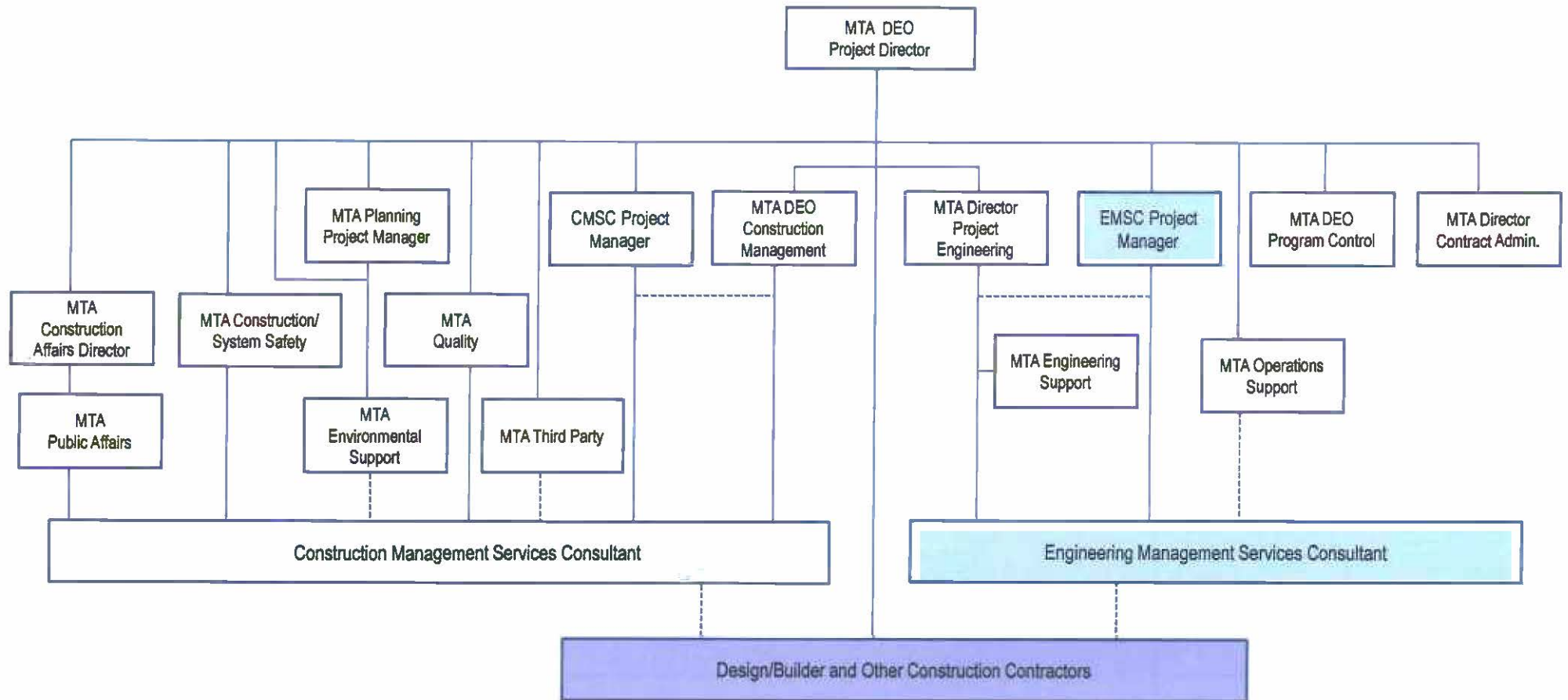


REGIONAL CONNECTOR TRANSIT CORRIDOR

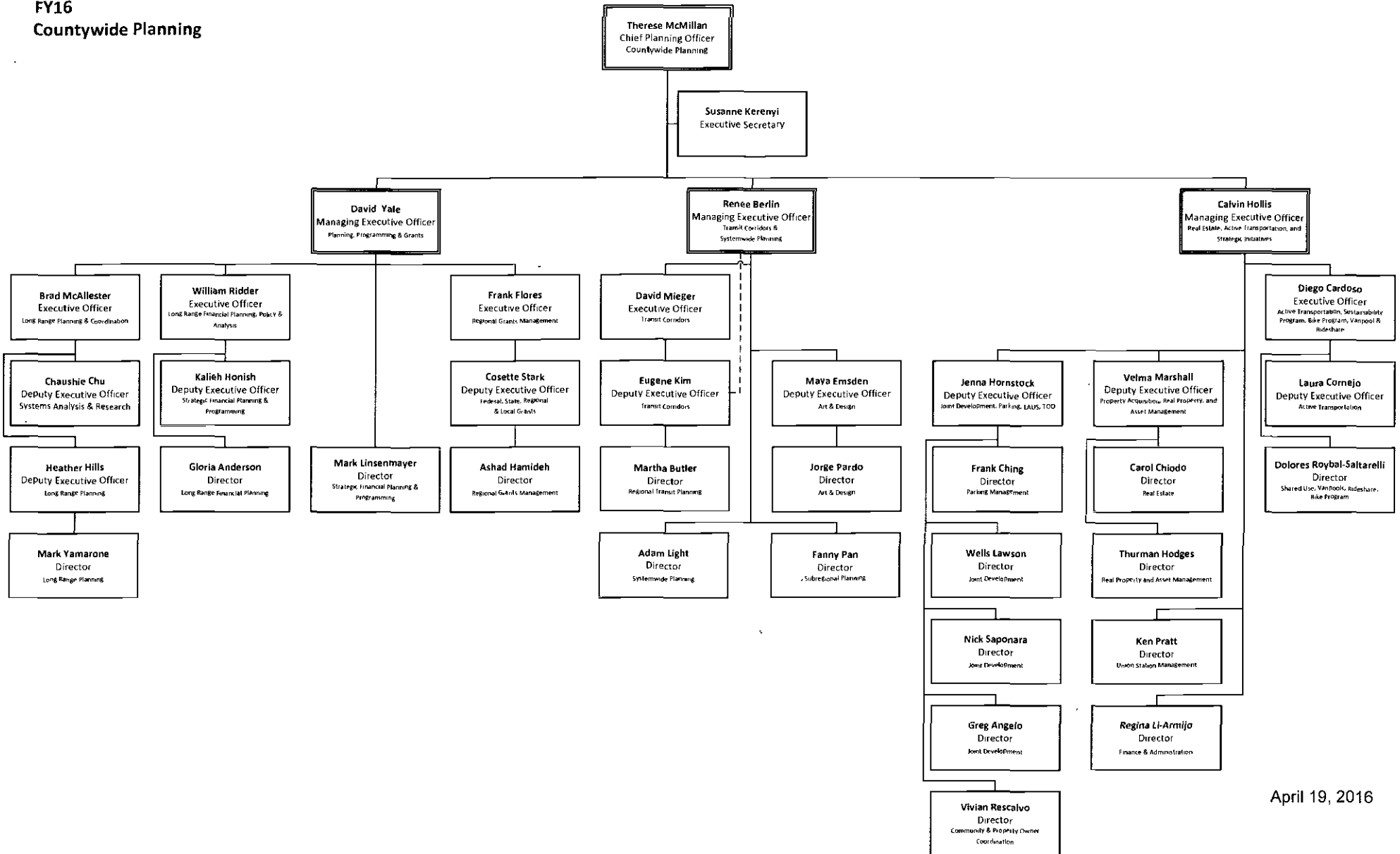
Metro Executive Management Organization and Staff



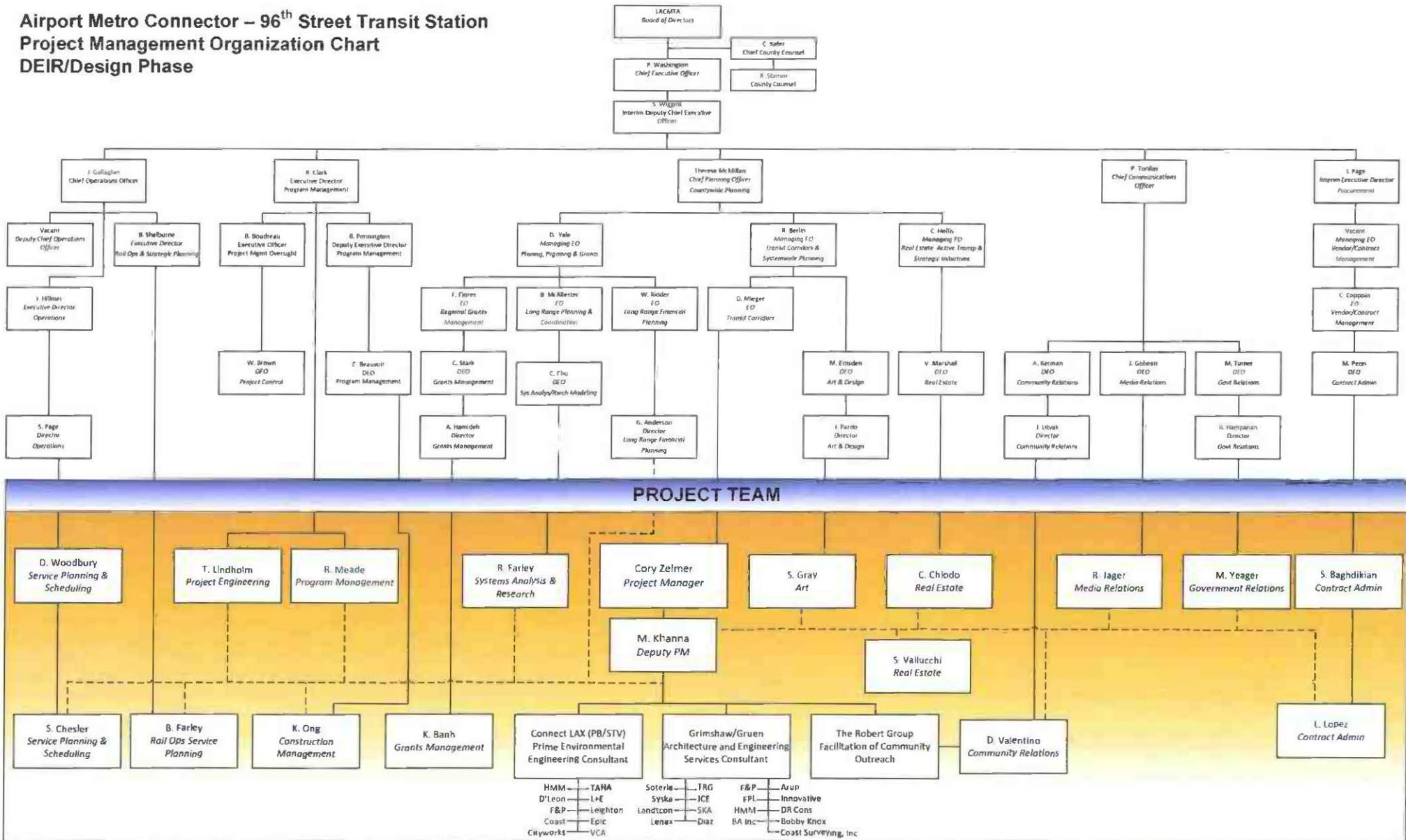
Regional Connector Transit Corridor Responsibility and Reporting Matrix



**FY16
Countywide Planning**



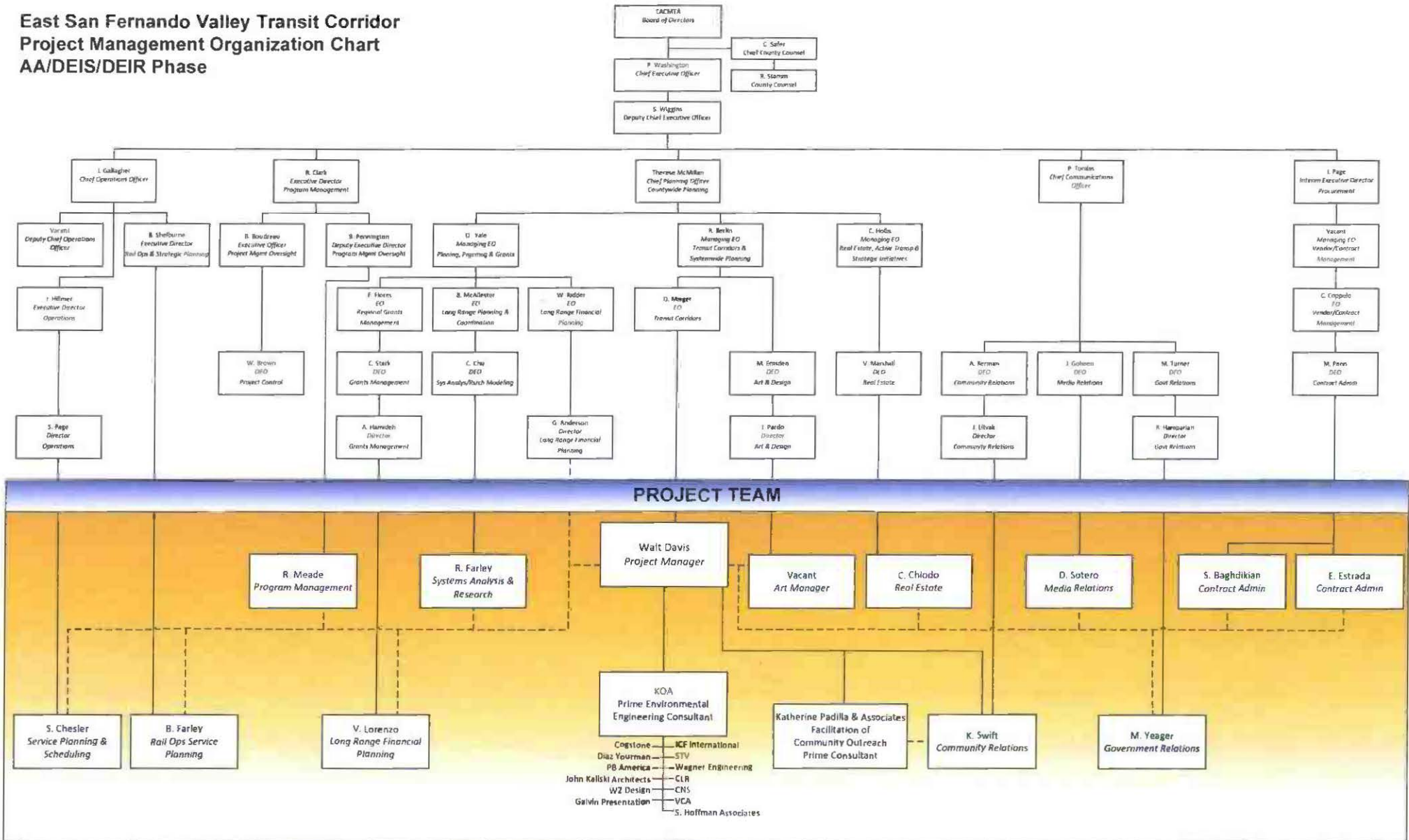
Airport Metro Connector – 96th Street Transit Station Project Management Organization Chart DEIR/Design Phase



April 19, 2016

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

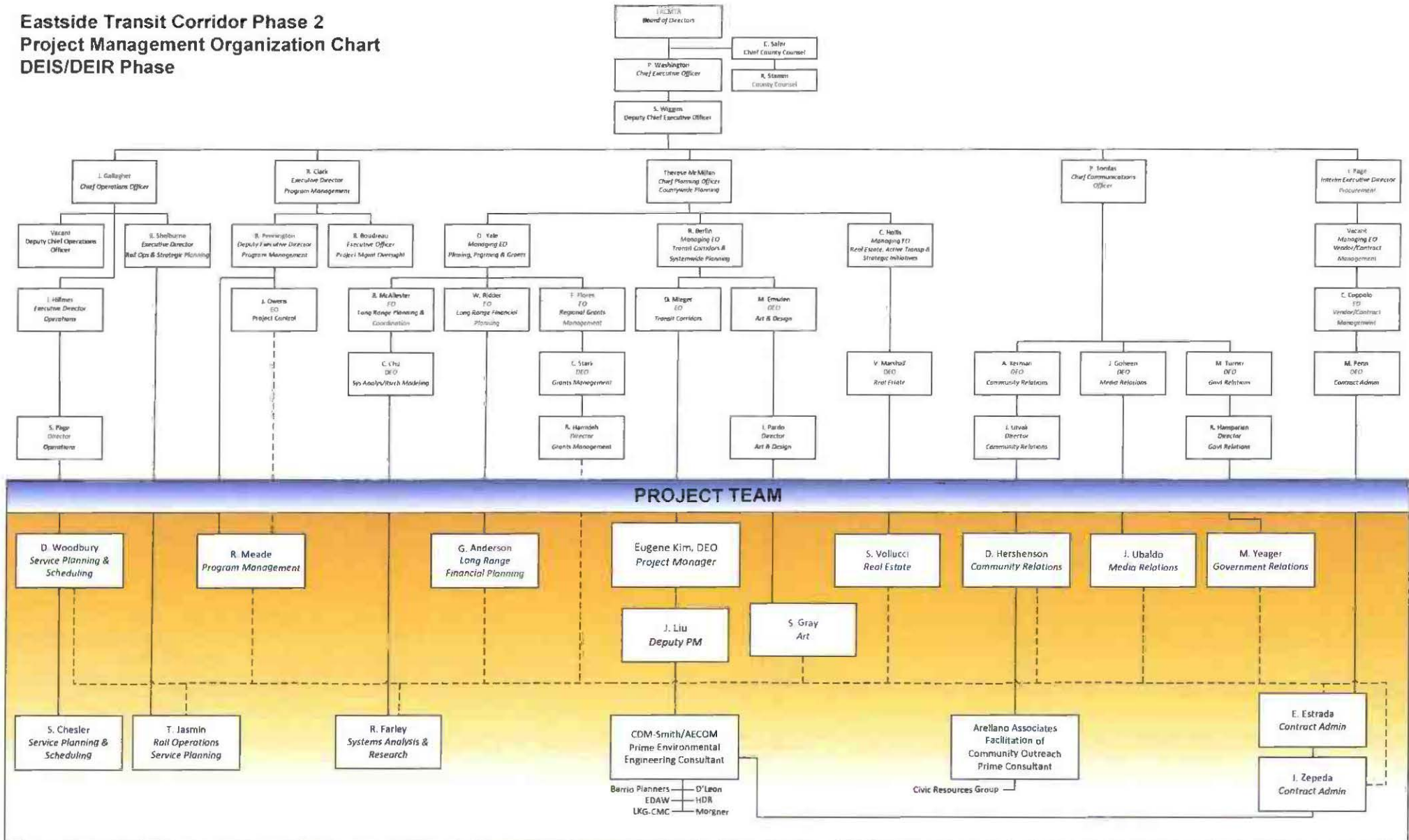
East San Fernando Valley Transit Corridor Project Management Organization Chart AA/DEIS/DEIR Phase



April 19, 2016

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

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



April 19, 2016

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

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

STATE LEGISLATION

Bill ID/Topic	Location	Summary	Position
AB 33 <u>Quirk D</u> Electrical corporations: procurement plans.	1/28/2016-S. E. U., & C. 1/28/2016-Re- referred to Coms. on E., U., & C. and E.Q.	The Public Utilities Act requires the Public Utilities Commission to review and accept, modify, or reject each electrical corporation's procurement plan and requires that each approved procurement plan accomplish specified objectives. This bill would require the commission, as part of a new or existing proceeding, to determine what role large scale energy storage could play as part of the state's overall strategy for procuring a diverse portfolio of resources and to consider specified factors in making that determination.	Monitor
AB 133 Committee on Budget Budget Act of 2015.	3/1/2016- A. CHAPTERED 3/1/2016- Chaptered by Secretary of State - Chapter No. 2, Statutes of 2016	The Budget Act of 2015 appropriated specified amounts for the support of state government for the 2015-16 fiscal year. This bill would amend the Budget Act of 2015 by adding and amending items of appropriation. This bill contains other related provisions.	Monitor
AB 326 <u>Frazier D</u> Public works: prevailing wage rates: wage and penalty assessments.	1/28/2016-S. L. & I.R. 1/28/2016-Referred to Com. on L. & I.R.	Current law requires the Labor Commissioner to issue a civil wage and penalty assessment to a contractor or subcontractor, or both, if the Labor Commissioner determines, after investigation, that the contractor or subcontractor, or both, violated the laws regulating public works contracts, including the payment of prevailing wages. This bill would require the department to release the funds deposited in escrow plus interest earned to those persons and entities within 30 days following the conclusion of all administrative and judicial review. This bill contains other existing laws.	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 620 <u>Hernández, Roger D</u> High-occupancy toll lanes: exemptions from tolls.	2/18/2016-S. T. & H. 2/18/2016-Referred to Com. on T. & H.	Would require os Angeles County Metropolitan Transportation Authority to take additional steps, beyond the previous implementation of a low-income assistance program, to increase enrollment and participation in the low-income assistance program, as specified, through advertising and work with community organizations and social service agencies. The bill would also require LACMTA and the Department of Transportation to report to the Legislature by December 31, 2018, on efforts to improve the HOT lane program, including efforts to increase participation in the low-income assistance program. This bill contains other existing laws.	Neutral
AB 1364 <u>Linder R</u> California Transportation Commission.	2/4/2016-S. T. & H. 2/4/2016-Referred to Coms. on T. & H. and G.O.	Current law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Current law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.	Watch
AB 1550 <u>Gomez D</u> Greenhouse gases: investment plan: disadvantaged communities.	3/29/2016-A. NAT. RES. 3/29/2016-Re-referred to Com. on NAT. RES.	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 which earn less than 200% of the federal poverty level.	Monitor
AB 1552 <u>Allen, Travis R</u> Public contracts: state and local agencies: businesses engaged in boycott.	1/4/2016-A. PRINT 1/5/2016-From printer. May be heard in committee February 4.	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.	Monitor

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<u>AB 1555</u> Gomez D Greenhouse Gas Reduction Fund.	3/29/2016-A. NAT. RES. 3/29/2016-Re-referred to Com. on NAT. RES.	Would appropriate \$800,000,000 from the Greenhouse Gas Reduction Fund for the 2016-17 fiscal year to various state agencies in specified amounts for various purposes including, among other things, low carbon transportation and infrastructure, clean energy communities, wetland and watershed restoration, and carbon sequestration. The bill would state the intent of the Legislature to reserve \$150,000,000 from the fund to fund future legislative priorities.	Monitor
<u>AB 1566</u> Wilk R Reports.	3/2/2016-A. A. & A.R. 3/28/2016-In committee: Hearing postponed by committee.	Would require a written report, as defined, submitted by any state agency or department to the Legislature, a Member of the Legislature, or any state legislative or executive body to include a signed statement by the head of the agency or department declaring that the factual contents of the written report are true, accurate, and complete to the best of his or her knowledge. This bill contains other related provisions.	Monitor
<u>AB 1569</u> Steinorth R California Environmental Quality Act: exemption: existing transportation infrastructure.	3/29/2016-A. NAT. RES. 3/29/2016-Re-referred to Com. on NAT. RES.	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.	Monitor
<u>AB 1572</u> Campos D School transportation.	2/1/2016-A. ED. 3/16/2016-In committee: Set, first hearing. Hearing canceled at the request of author.	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.	Monitor
<u>AB 1591</u> Frazier D Transportation funding.	2/1/2016-A. TRANS. 2/1/2016-Referred to Coms. on TRANS. and REV. & TAX.	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.	Support

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<u>AB 1592</u> Bonilla D Autonomous vehicles: pilot project.	3/29/2016- A. TRANS. 3/29/2016-Re- referred to Com. on TRANS.	Would, notwithstanding the above provision, authorize the Contra Costa Transportation Authority to conduct a pilot project for the testing of autonomous vehicles that do not have an operator and are not equipped with a steering wheel, a brake pedal, or an accelerator if the testing is conducted only at specified locations and the autonomous vehicle operates at speeds of less than 35 miles per hour. This bill contains other related provisions.	Monitor
<u>AB 1595</u> Campos D Employment: human trafficking training: mass transportation employers.	3/30/2016-A. L. & E. 3/30/2016-Re- referred to Com. on L. & E.	Would require a private or public employer that provides mass transportation services, as specified, in the state to train its employees, who are likely to interact or come into contact with victims of human trafficking, in recognizing the signs of human trafficking and how to report those signs to the appropriate law enforcement agency. The bill would require the Department of Justice to develop guidelines for the training, including, but not limited to, guidance on how to report human trafficking. The bill would require that, by January 1, 2018, the training be incorporated into the initial training process for all new employees and that all existing employees receive the training.	
<u>AB 1640</u> Stone, Mark D Retirement: public employees.	2/4/2016-A. P.E., R. & S.S. 2/4/2016-Referred to Com. on P.E., R., & S.S.	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.	Monitor
<u>AB 1641</u> Allen, Travis R Shuttle services: loading and unloading of passengers.	2/4/2016-A. TRANS. 3/10/2016-In committee: Set, first hearing. Hearing canceled at the request of author.	Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that existing law allows local authorities to permit school buses 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.	Monitor

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AB 1657 <u>O'Donnell D</u> Air pollution: public ports and intermodal terminals.	2/4/2016-A. NAT. RES. 3/10/2016-In committee: Set, first hearing. Hearing canceled at the request of author.	Would establish the Zero- and Near-Zero-Emission Intermodal Terminals Program to be administered by the State Air Resources Board to fund equipment upgrades and investments at intermodal terminals, as defined, to help transition the state's freight system to be zero-emission and near-zero-emission operations. The bill would authorize the program to be implemented with moneys from the Greenhouse Gas Reduction Fund. This bill contains other related provisions and other existing laws.	Monitor
AB 1661 <u>McCarty D</u> Local government: sexual harassment training and education.	3/28/2016-A. L. GOV. 3/28/2016-Re-referred to Com. on L. GOV.	Current law requires all local agency officials to receive training in ethics, at specified intervals, if the local agency provides any type of compensation, salary, or stipend to those officials. This bill would additionally require local agency officials, as defined, to receive sexual harassment training and education if the local agency provides any type of compensation, salary, or stipend to those officials, and would allow a local agency to require employees to receive sexual harassment training or information.	Monitor
AB 1663 <u>Chiu D</u> Firearms: assault weapons.	3/1/2016-A. APPR. 3/1/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2.) (March 1). Re-referred to Com. on APPR.	Would classify a semiautomatic centerfire rifle that does not have a fixed magazine with the capacity to accept no more than 10 rounds as an assault weapon. The bill would require a person who, between January 1, 2001, and December 31, 2016, inclusive, lawfully possessed an assault weapon that does not have a fixed magazine, including those weapons with an ammunition feeding device that can be removed readily from the firearm with the use of a tool, and who, on or after January 1, 2017, possesses that firearm, to register the firearm by July 1, 2018.	Monitor
AB 1669 <u>Hernández, Roger D</u> Displaced employees: service contracts: collection and transportation of solid waste.	3/9/2016-A. L. & E. 3/9/2016-Re-referred to Com. on L. & E.	Current law requires a local government agency letting a public transit service contract out to bid to give a bidding preference for contractors and subcontractors who agree to retain for a specified period certain employees who were employed to perform essentially the same services by the previous contractor or subcontractor. Such a contractor or subcontractor must offer employment to those employees, except for reasonable and substantiated cause. This bill would make these provisions applicable to contracts for the collection and transportation of solid waste.	Monitor

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<u>AB 1681</u> <u>Cooper D</u> Smartphones.	3/29/2016-A. P. & C.P. 3/29/2016-Re-referred to Com. on P. & C.P.	Would require a manufacturer or operating system provider of a smartphone sold or leased in California on or after January 1, 2017, that is unable to decrypted the smartphone pursuant to a state court order to be subject to a civil penalty of \$2,500 for each instance in which the smartphone is unable to be decrypted. The bill would prohibit a manufacturer or operating system provider who has paid this civil penalty from passing any portion of the penalty on to purchasers of smartphones. The bill would authorize only the Attorney General or a district attorney to bring a civil suit to enforce these provisions. This bill would make findings and declarations related to smartphones and criminal activity.	Monitor
<u>AB 1683</u> <u>Eggman D</u> Alternative energy financing.	3/9/2016-A. REV. & TAX 3/9/2016-Re-referred to Com. on REV. & TAX.	The California Alternative Energy and Advanced Transportation Financing Authority Act authorizes, until January 1, 2021, the California Alternative Energy and Advanced Transportation Financing Authority to provide financial assistance in the form of a sales and use tax exclusion for projects, including those that promote California-based manufacturing, California-based jobs, advanced manufacturing, the reduction of greenhouse gases, or the reduction in air and water pollution or energy consumption. The act prohibits the sales and use tax exclusions from exceeding \$100,000,000 for each calendar year. This bill would instead prohibit the sales and use tax exclusions from exceeding \$200,000,000 for each calendar year.	Monitor
<u>AB 1685</u> <u>Gomez D</u> New motor vehicles: emission standards: civil penalties.	3/28/2016-A. TRANS. 3/28/2016-Re-referred to Com. on TRANS.	Would require the State Air Resources Board to update civil penalties to ensure state law provides appropriate penalties, accounting for the intent of the violator, for introducing into commerce in California vehicles that do not meet emission standards adopted by the state board.	Monitor
<u>AB 1707</u> <u>Linder R</u> Public records: response to request.	3/29/2016-A. L. GOV. 3/31/2016-In committee: Set, first hearing. Hearing canceled at the request of author.	The California Public Records Act requires state and local agencies to make public records available for inspection, unless an exemption from disclosure applies. The act requires a response to a written request for public records that includes a denial of the request, in whole or in part, to be in writing. This bill instead would require the written response demonstrating that the record in question is exempt under an express provision of the act also to identify the type or types of record withheld and the specific exemption that justifies withholding that type of record.	Monitor

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Bill ID/Topic	Location	Summary	Position
<u>AB 1710</u> Calderon D Vehicular air pollution: advanced-technology light-duty vehicles.	2/18/2016-A. TRANS. 3/29/2016-In committee: Hearing postponed by committee.	The Charge Ahead California Initiative, administered by the state board, includes goals of, among other things, placing in service at least 1,000,000 zero-emission and near-zero-emission vehicles by January 1, 2023, and increasing access for disadvantaged, low-income, and moderate-income communities and consumers to zero-emission and near-zero-emission vehicles. This bill would require, on or before January 1, 2019, the State Air Resources Board, in coordination with the State Energy Resources Conservation and Development Commission and the Department of Transportation, to develop and implement a comprehensive program to promote advanced-technology light-duty vehicle deployment in the state to drastically increase the use of those vehicles and to meet specified goals established by the Governor and the Legislature.	Monitor
<u>AB 1717</u> Hadley R Greenhouse Gas Reduction Fund.	3/28/2016-A. TRANS. 3/28/2016-Re-referred to Coms. on TRANS. and NAT. RES. pursuant to Assembly Rule 96.	Would reappropriate the 25% share of the annual proceeds of the Greenhouse Gas Reduction Fund designated for the high-speed rail project to the Transportation Agency for the Transit and Intercity Rail Capital Program under specified conditions. The bill would make legislative findings and declarations.	Monitor
<u>AB 1725</u> Wagner R Vehicles: automated traffic enforcement systems.	3/28/2016-S. RLS. 3/28/2016-In Senate. Read first time. To Com. on RLS. for assignment.	Current law defines an "official traffic control signal" as any device, whether manually, electrically, or mechanically operated, by which traffic is alternately directed to stop and proceed and which is erected by authority of a public body or official having jurisdiction. This bill would expressly state that a stop is required to be made at an official traffic control signal erected and maintained at a freeway or highway on ramp. This bill would also make technical, nonsubstantive changes to that provision. This bill contains other current laws.	Monitor
<u>AB 1732</u> Ting D Single-user restrooms.	3/31/2016-A. B.&P. 3/31/2016-Re-referred to Com. on B. & P.	Would, commencing March 1, 2017, require all single-user toilet facilities in any business establishment, place of public accommodation, or government agency to be identified as all-gender toilet facilities, as specified. The bill would authorize health officers or inspectors to inspect for compliance with these provisions during any inspection.	Monitor

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<u>AB 1746</u> Stone, Mark D Transit buses.	3/31/2016-A. APPR. 3/31/2016-Re-referred to Com. on APPR.	Current law creates the Alameda-Contra Costa Transit District, the Central Contra Costa Transit Authority, the Livermore Amador Valley Transit Authority, the North County Transit District, the San Diego Association of Governments, the San Diego Metropolitan Transit System, and the Santa Clara Valley Transportation Authority with various powers and duties relative to the operation of public transit. This bill would additionally authorize the operation of transit buses on the shoulder of a segment of a state highway designated under the transit bus-only program within the areas served by the transit services of the 7 entities described above, subject to the same conditions and requirements.	Monitor
<u>AB 1768</u> Gallagher R Bonds: transportation.	2/29/2016-A. TRANS. 3/29/2016-In committee: Hearing postponed by committee.	Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.	Monitor
<u>AB 1813</u> Frazier D High-Speed Rail Authority: membership.	3/15/2016-A. APPR. 3/15/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 16. Noes 0.) (March 14). Re-referred to Com. on APPR.	Would provide for appointment of one Member of the Senate by the Senate Committee on Rules and one Member of the Assembly by the Speaker of the Assembly to serve as ex officio members of the High-Speed Rail Authority. The bill would provide that the ex officio members shall participate in the activities of the authority to the extent that participation is not incompatible with their positions as Members of the Legislature.	Monitor

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AB 1815 <u>Alejo D</u> California Global Warming Solutions Act of 2006: disadvantaged communities.	3/29/2016-A. NAT. RES. 3/29/2016-Re-referred to Com. on NAT. RES.	Current law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the State Air Resources Board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities. This bill would require the agency to establish a comprehensive technical assistance program, upon the appropriation of moneys from the Greenhouse Gas Reduction Fund, for eligible applicants, as specified, assisting eligible communities, as defined.	Monitor
AB 1818 <u>Melendez R</u> Transportation funds.	2/8/2016-A. PRINT 2/9/2016-From printer. May be heard in committee March 10.	Current law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, the Department of Transportation and the California Transportation Commission are required to develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. This bill would make a nonsubstantive change to this provision.	Monitor
AB 1833 <u>Linder R</u> Transportation projects: environmental mitigation.	3/17/2016-A. TRANS. 3/17/2016-Re-referred to Com. on TRANS.	Would create the Advanced Mitigation Program in the Department of Transportation to implement environmental mitigation measures in advance of future transportation projects. The bill, by February 1, 2017, would require the department to establish a steering committee to advise the department in that regard.	Monitor
AB 1866 <u>Wilk R</u> High-speed rail bond proceeds: redirection: water projects.	2/25/2016-A. TRANS. 3/29/2016-In committee: Hearing postponed by committee.	Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 1873 <u>Holden D</u> Strategic Growth Council: Board of Infrastructure Planning, Development, and Finance.	3/31/2016-A. A. & A.R. 3/31/2016-Re-referred to Com. on A. & A.R. pursuant to Assembly Rule 96.	Would establish within the council a Board of Infrastructure Planning, Development, and Finance, consisting of the Governor, the Treasurer, the Controller, the Secretary of Transportation, the Director of General Services, one member selected by the President pro Tempore of the Senate, and one member selected by the Speaker of the Assembly. The bill would require the board to categorize and recommend the priority of the state's infrastructure needs and develop funding to finance those projects.	Monitor
AB 1886 <u>McCarty D</u> California Environmental Quality Act: transit priority projects.	2/25/2016-A. NAT. RES. 3/28/2016-In committee: Set, first hearing. Hearing canceled at the request of author.	CEQA exempts from its requirements transit priority projects meeting certain requirements, including the requirement that the project be within 1/2 mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. CEQA specifies that a project is considered to be within 1/2 mile of a major transit stop or high-quality transit corridor if, among other things, all parcels within the project have no more than 25% of their area farther than 1/2 mile from the stop or corridor. This bill would increase that percentage to 50%.	Monitor
AB 1908 <u>Harper R</u> High-occupancy vehicle lanes.	3/28/2016-A. TRANS. 3/31/2016-In committee: Set, second hearing. Hearing canceled at the request of author.	Would prohibit, commencing July 1, 2017, a high-occupancy vehicle lane from being established on a state highway in southern California, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the Department of Transportation. The bill would require any existing high-occupancy vehicle lane in southern California to be modified to conform with those requirements.	Oppose

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Bill ID/Topic	Location	Summary	Position
<u>AB 1910</u> <u>Harper R</u> Transportation: advisory question: election.	2/25/2016-A. TRANS. 3/31/2016-In committee: Set, first hearing. Hearing canceled at the request of author.	Would call a special election to be consolidated with the November 8, 2016, statewide general election. The bill would require the Secretary of State to submit to the voters at the November 8, 2016, consolidated election an advisory question asking whether the California Legislature should "disproportionately target low-income and middle class families with a regressive tax increase on gasoline and annual vehicle registrations to fund road maintenance and rehabilitation, rather than ending the diversion of existing transportation tax revenues for nontransportation purposes, investing surplus state revenue in transportation infrastructure, repaying funds borrowed from transportation accounts, prioritizing roads over high-speed rail, and eliminating waste at the Department of Transportation."	Monitor
<u>AB 1919</u> <u>Quirk D</u> Local transportation authorities: bonds.	2/25/2016-A. TRANS. 3/29/2016-In committee: Set, first hearing. Hearing canceled at the request of author.	The Local Transportation Authority and Improvement Act provides for the creation in any county of a local transportation authority and authorizes the imposition of a retail transactions and use tax by ordinance, subject to approval of the ordinance by 2/3 of the voters. Current law requires the bond proceeds to be placed in the treasury of the local transportation authority and to be used for allowable transportation purposes, except that accrued interest and premiums received on the sale of the bonds are required to be placed in a fund to be used for the payment of bond debt service. This bill would instead provide for accrued interest and premiums received on the sale of the bonds to be placed in the treasury of the local transportation authority to be used for allowable transportation purposes.	Monitor
<u>AB 1943</u> <u>Linder R</u> Vehicles: parking: public grounds.	2/25/2016-A. TRANS. 2/25/2016-Referred to Com. on TRANS.	Current law prohibits a person from driving or parking a vehicle or animal upon the driveways, paths, parking facilities, or grounds of specified public entities, including a public transportation agency and a county transportation commission, except with the permission of, and subject to any condition or regulation that may be imposed by, the governing body of the specified public entity. Current law defines "public transportation agency" for these purposes. This bill would revise the definition of "public transportation agency" to include a county transportation commission.	Monitor

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<u>AB 1964</u> <u>Bloom D</u> High-occupancy vehicle lanes: vehicle exceptions.	3/29/2016-A. TRANS. 3/29/2016-Referred to Com. on TRANS.	Would extend the operation of the provisions allowing specified vehicles to use HOV lanes until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. The bill would end the authority of the Department of Motor Vehicles to issue those identifiers for specified vehicles on January 1, 2018, and would provide that those identifiers issued before January 1, 2018, are valid until January 1, 2019. The bill would authorize the department to issue other identifiers until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. The bill would provide that those other identifiers issued on or after January 1, 2018, but before January 1, 2019, would be valid until January 1, 2021. The bill would provide that those other identifiers issued after January 1, 2019, would be valid until January 1 of the 3rd year after the year of issuance. The bill would make conforming changes allowing vehicles displaying those other identifiers to use HOV lanes. This bill contains other related provisions and other existing laws.	
<u>AB 1982</u> <u>Bloom D</u> Greenhouse Gas Reduction Fund: traffic signal synchronization.	2/25/2016-A. TRANS. 2/25/2016-Referred to Coms. on TRANS. and NAT. RES.	Current law authorizes the allocation of moneys in the Greenhouse Gas Reduction Fund for investment in a traffic signal synchronization project as a sustainable infrastructure project if the project is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific reduction targets and metrics to evaluate the project's effect. This bill would additionally require that an eligible traffic signal synchronization project be timed to move vehicles at an average speed of 12 to 15 miles per hour.	Monitor
<u>AB 2006</u> <u>Mullin D</u> State Board of Equalization: contracting authority: local tax collection.	2/29/2016-A. REV. & TAX 2/29/2016-Referred to Com. on REV. & TAX.	Current law allows the State Board of Equalization, when requested by the legislative body of any county, city, or city and county or the assessor to render advisory or other service, to contract, at not less than cost and subject to regulations approved by the Director of General Services, to render such services. This bill would provide that those services include the collection and remittance to a legislative body of any county, city, or city and county of a tax imposed by that legislative body.	Monitor

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AB 2014 <u>Melendez R</u> Freeway Service Patrol Act: workload study.	2/29/2016-A. TRANS. 3/29/2016-In committee: Set, first hearing. Hearing canceled at the request of author.	Would require, no later than June 30, 2017, and every 2 years thereafter, the Department of the California Highway Patrol, in coordination with the Department of Transportation and in consultation with regional and local entities, to complete a workload study to assess resource needs to supervise existing and expanded freeway service patrols identified by regional and local entities and to submit the study to the Senate Committee on Budget and Fiscal Review and the Assembly Committee on Budget.	Monitor
AB 2049 <u>Melendez R</u> Bonds: transportation.	2/29/2016-A. TRANS. 3/29/2016-In committee: Hearing postponed by committee.	Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase I blended system.	Monitor
AB 2090 <u>Alejo D</u> Low Carbon Transit Operations Program.	2/29/2016-A. TRANS. 2/29/2016-Referred to Com. on TRANS.	Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. This bill would additionally authorize moneys appropriated to the program to be expended to support the operation of existing bus or rail service if the governing board of the requesting transit agency declares a fiscal emergency and other criteria are met, thereby expanding the scope of an existing continuous appropriation.	Monitor
AB 2094 <u>Obernolte R</u> Transportation: Greenhouse Gas Reduction Fund: state and local transportation funds.	3/28/2016-A. TRANS. 3/28/2016-Re-referred to Com. on TRANS.	Would, beginning in the 2016-17 fiscal year, transfer \$1 billion annually from the Greenhouse Gas Reduction Fund to the Retail Sales Tax Fund, subject to specified conditions, and would state that the transferred revenues shall be considered part of the revenues allocated to local transportation funds from the Retail Sales Tax Fund. The bill, in each fiscal year in which that transfer occurs, would also continuously appropriate \$1 billion from the Retail Sales Tax Fund for allocation to state highway and local street and road purposes.	Monitor

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AB 2126 <u>Mullin D</u> Public contracts: Construction Manager/General Contractor contracts.	3/17/2016- A. TRANS. 3/17/2016-Referred to Com. on TRANS.	Current law authorizes the Department of Transportation to use the Construction Manager/General Contractor method on no more than 6 projects, and requires 4 out of the 6 projects to use department employees or consultants under contract with the department to perform all project design and engineering services, as specified. This bill would authorize the department to use this method on 12 projects and would require 8 out of the 12 projects to use department employees or consultants under contract with the department to perform all project design and engineering services	Monitor
AB 2152 <u>Gray D</u> Elections: ballots: ballot order.	3/8/2016-A. E. & R. 3/8/2016-Re- referred to Com. on E. & R.	Would, for the November 8, 2016, statewide general election only, authorize a county board of supervisors to direct the county elections official to place a local measure related to local transportation finance above state measures. This bill contains other related provisions.	Monitor
AB 2170 <u>Frazier D</u> Trade Corridors Improvement Fund: federal funds.	3/16/2016- A. TRANS. 3/16/2016-Re- referred to Com. on TRANS.	Would require revenues apportioned to the state from the National Highway Freight Program established by the federal Fixing America's Surface Transportation Act to be allocated for trade corridor improvement projects approved pursuant to specified provisions. This bill contains other related provisions and other existing laws.	Monitor
AB 2222 <u>Holden D</u> Transit passes.	3/3/2016-A. TRANS. 3/3/2016-Referred to Com. on TRANS.	Would continuously appropriate \$50,000,000 annually from the Greenhouse Gas Reduction Fund for the Transit Pass Program, to be administered by the Department of Transportation. The bill would provide for moneys made available for the program to be allocated by the Controller, as directed by the department, to support transit pass programs of public agencies that provide free or reduced-fare transit passes to public school students and community college, California State University, and University of California students.	
AB 2257 <u>Maienschein R</u> Local agency meetings: agenda: online posting.	3/3/2016-A. L. GOV. 3/29/2016-In committee: Set, first hearing. Hearing canceled at the request of author.	The Ralph M. Brown Act requires the legislative body of a local agency to post, at least 72 hours before the meeting, an agenda containing a brief general description of each item of business to be transacted or discussed at a regular meeting, in a location that is freely accessible to members of the public and to provide a notice containing similar information with respect to a special meeting at least 24 hours prior to the special meeting. This bill would require an online posting of an agenda by a local agency to have a prominent direct link to the current agenda itself.	Monitor

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AB 2289 <u>Frazier D</u> Department of Transportation: capital improvement projects.	3/3/2016-A. TRANS. 3/3/2016-Referred to Com. on TRANS.	Current law requires the Department of Transportation to prepare a state highway operation and protection program for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system and that include capital projects relative to maintenance, safety, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system. This bill would add to the program capital projects relative to the operation of those state highways and bridges.	Monitor
AB 2293 <u>Garcia, Cristina D</u> Greenhouse Gas Reduction Fund: Green Assistance Program.	3/30/2016-A. NAT. RES. 3/30/2016-Re-referred to Com. on NAT. RES.	Would establish the Green Assistance Program, to be administered by the Secretary for Environmental Protection to, among other things, assist small businesses, small nonprofit organizations, and small cities in applying for moneys from programs using moneys from the fund, as specified.	Monitor
AB 2332 <u>Garcia, Eduardo D</u> Transportation.	3/3/2016-A. TRANS. 3/3/2016-Referred to Com. on TRANS.	Would, by January 1, 2018, require the California Transportation Commission to establish a process whereby the department and local agencies receiving funding for highway capital improvements from the State Highway Operation and Protection Program or the State Transportation Improvement Program prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community residents, as specified.	Monitor
AB 2343 <u>Garcia, Cristina D</u> Greenhouse Gas Reduction Fund: 3-year investment plan: disadvantaged communities.	3/3/2016-A. NAT. RES. 3/28/2016-In committee: Set, first hearing. Hearing canceled at the request of author.	Current law requires the California Environmental Protection Agency to identify disadvantaged communities and 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. Current law requires the 3-year investment plan to allocate a minimum of 10% of the available moneys in the fund to projects located within disadvantaged communities. This bill instead would require a minimum of 10% of the moneys in fund to be allocated to projects located in a city of an unspecified population within a disadvantaged community.	Monitor

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AB 2348 <u>Levine D</u> Department of Finance: infrastructure investment.	3/3/2016-A. P.E.,R. & S.S. 3/3/2016-Referred to Com. on P.E., R., & S.S.	Would authorize the Department of Finance to identify infrastructure projects in the state for which the department will guarantee a rate of return on investment for an investment made in that infrastructure project by the Public Employment Retirement System, the State Teachers' Retirement Plan, or the retirement system created pursuant to the County Employees Retirement Law of 1937. The bill would create the Reinvesting in California Special Fund as a continuously appropriated fund and would require the moneys in the fund to be used to pay the rate of return on investment.	Monitor
AB 2355 <u>Dababneh D</u> Intercity rail services: mitigation.	3/3/2016-A. TRANS. 3/3/2016-Referred to Com. on TRANS.	Would require the Department of Transportation to develop a program for the reasonable mitigation of noise and vibration levels in residential neighborhoods along railroad lines where the department contracts for state-funded intercity rail passenger service. The bill would require the department to determine what constitutes a reasonable level of mitigation. The bill would provide that funding for the mitigation program shall be made available from funds appropriated by the Legislature for this purpose.	Monitor
AB 2374 <u>Chiu D</u> Construction Manager/General Contractor method: regional transportation agencies: ramps.	3/8/2016-A. TRANS. 3/8/2016-Referred to Com. on TRANS.	Current law authorizes regional transportation agencies to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain expressways that are not on the state highway system if: (1) the expressways are developed in accordance with an expenditure plan approved by voters, (2) there is an evaluation of the traditional design-bid-build method of construction and of the Construction Manager/General Contractor method, and (3) the board of the regional transportation agency adopts the method in a public meeting. This bill would authorize regional transportation agencies also to use this authority on ramps that are not on the state highway system, as specified.	Monitor
AB 2382 <u>Lopez D</u> High-Speed Rail Authority: membership.	3/8/2016-A. TRANS. 3/8/2016-Referred to Com. on TRANS.	Current law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed rail system. The authority is comprised of 9 members, with 5 members appointed by the Governor and 4 members appointed by the Legislature. This bill would require at least one member appointed by the Governor to be a person who works directly with communities in the state that are most significantly burdened by, and vulnerable to, high levels of pollution.	Monitor

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AB 2398 <u>Chau D</u> Transportation: state highways.	3/28/2016-A. TRANS. 3/28/2016-Re-referred to Com. on TRANS.	Would require the California Transportation Commission, every 5 years, to report to the Speaker of the Assembly, the President pro Tempore of the Senate, and the chairs of specified committees the number of selections, adoptions, and location determinations for state highways undertaken and the amount of moneys allocated for the construction, improvement, or maintenance of the highways.	Monitor
AB 2411 <u>Frazier D</u> Transportation revenues.	3/8/2016-A. TRANS. 3/8/2016-Referred to Com. on TRANS.	Current law requires certain miscellaneous revenues deposited in the State Highway Account that are not restricted as to expenditure by Article XIX of the California Constitution to be transferred to the Transportation Debt Service Fund in the State Transportation Fund, as specified, and requires the Controller to transfer from the fund to the General Fund an amount of those revenues necessary to offset the current year debt service made from the General Fund on general obligation transportation bonds issued pursuant to Proposition 116 of 1990. This bill would delete the transfer of these miscellaneous revenues to the Transportation Debt Service Fund, thereby eliminating the offsetting transfer to the General Fund for debt service on general obligation transportation bonds issued pursuant to Proposition 116 of 1990.	Support
AB 2415 <u>Garcia, Eduardo D</u> California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.	3/8/2016-A. TRANS. 3/8/2016-Referred to Coms. on TRANS. and NAT. RES.	Would, between January 2, 2018, and January 1, 2023, require no less than 50% or \$100,000,000, whichever is greater, of the moneys allocated each year for technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck 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.	Monitor
AB 2431 <u>Linder R</u> California Environmental Quality Act: subsequent projects.	2/19/2016-A. PRINT 2/22/2016-Read first time.	CEQA requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA authorizes the lead agency to prepare a mitigated negative declaration for a proposed subsequent project if certain conditions are met. This bill would make nonsubstantive changes to that provision.	

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<u>AB 2432</u> Brown D Designated state and local truck routes and services.	3/8/2016-A. TRANS. 3/29/2016-In committee: Set, first hearing. Hearing canceled at the request of author.	Would require the Department of Transportation to prepare an inventory of all state and locally designated truck routes and services, publish or cause to be published a statewide Truck Route Network Internet Web site, and prepare a plan and schedule for addressing all inefficiencies and truck transportation network gaps, including an estimate of the annual cost and the total cost of carrying out the plan. The bill would require the department to submit the plan and schedule, together with the cost estimates, to the Governor and the Legislature not later than July 1, 2019. This bill contains other existing laws.	Monitor
<u>AB 2452</u> Quirk D California Environmental Quality Act: judicial remedies: emissions of greenhouse gases.	3/8/2016-A. NAT. RES. 3/8/2016-Referred to Coms. on NAT. RES. and JUD.	CEQA authorizes a court, in an action or proceeding brought challenging the decision of a public agency on the ground of noncompliance with CEQA, to enter an order to suspend any specific project activity if the court finds that the activity will prejudice the consideration and implementation of particular mitigation measures or alternatives to the project. This bill would, in an action or proceeding under CEQA, prohibit a court from staying or enjoining transportation infrastructure projects, as defined, based solely on the project's potential contribution to the emissions of greenhouse gases.	Support
<u>AB 2542</u> Gatto D Streets and highways: reversible lanes.	3/16/2016-A. TRANS. 3/16/2016-Re-referred to Com. on TRANS.	Would require the Department of Transportation or a regional transportation planning agency, when submitting a capacity-increasing project or a major street or highway lane realignment project to the California Transportation Commission for approval, to demonstrate that reversible lanes were considered for the project.	Monitor
<u>AB 2690</u> Ridley-Thomas D Los Angeles County Metropolitan Transportation Authority: contracting.	3/10/2016-A. L. GOV. 3/10/2016-Referred to Coms. on L. GOV. and TRANS.	Current law creates the Los Angeles County Metropolitan Transportation Authority (LACMTA), with various powers and duties with respect to transportation planning, programming, construction, and operations. This bill would also authorize LACMTA to establish disabled veteran business enterprise participation goals, and would define "disabled veteran business enterprise" for these purposes. This bill contains other related provisions and other current laws.	Sponsor

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<u>AB 2693</u> <u>Dababneh D</u> Contractual assessments: financing requirements: property improvements.	3/28/2016-A. B. & F. 3/28/2016-Re-referred to Com. on B. & F.	Current law defines "property assessed clean energy bond," commonly known as a PACE bond, to mean a bond that is secured by a voluntary contractual assessment or by certain special taxes on property, as specified. This bill would delete the reference to bonds secured by special taxes. This bill contains other related provisions and other current laws.	Monitor
<u>AB 2702</u> <u>Atkins D</u> Greenhouse gases: study.	3/28/2016-A. NAT. RES. 3/28/2016-Re-referred to Com. on NAT. RES.	Would require the State Air Resources Board to conduct a study that outlines best practices and policies for meeting state goals to reduce greenhouse gas emissions. The bill also would authorize the state board to collaborate with air pollution control and air quality management districts.	Monitor
<u>AB 2708</u> <u>Daly D</u> Department of Transportation: Lean 6-SIGMA program.	3/28/2016-A. TRANS. 3/28/2016-Re-referred to Com. on TRANS.	Would require the Department of Transportation to conduct a study to assess the implementation of the Lean 6-SIGMA program as provided through the Governor's Office of Business and Economic Development and the Government Operations Agency to determine the effectiveness of streamlining the application process for private architectural and engineering firms seeking to provide professional and technical project development services to the department.	Monitor
<u>AB 2722</u> <u>Burke D</u> Transformative Climate Communities Program.	3/10/2016-A. NAT. RES. 3/10/2016-Referred to Com. on NAT. RES.	Would create the Transformative Climate Communities Program, to be administered by the Strategic Growth Council. The bill would appropriate \$250,000,000 from the Greenhouse Gas Reduction Fund to the council to administer the program. The bill would require the council, in coordination with the California Environmental Protection Agency Assistant Secretary for Environmental Justice and Tribal Affairs, to award competitive grants to specified eligible entities for transformative climate community plans in disadvantaged communities, as defined.	Monitor

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<u>AB 2742</u> Nazarian D Transportation projects: comprehensive development lease agreements.	3/10/2016-A. TRANS. 3/10/2016-Referred to Com. on TRANS.	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. Current law prohibits a lease agreement from being entered into under these provisions on or after January 1, 2017. This bill would allow a lease agreement to be entered into under these provisions until January 1, 2030.	
<u>AB 2796</u> Low D Active Transportation Program.	3/10/2016-A. TRANS. 3/10/2016-Referred to Com. on TRANS.	Current law creates the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation. Current law requires the California Transportation Commission to award 50% and 10% of available funds to projects statewide and to projects in small urban and rural regions, respectively, with the remaining 40% of available funds to be awarded to projects by metropolitan planning organizations, with the funds available for distribution by each metropolitan planning organization based on its relative population. This bill would require a minimum of 5% of available funds in each of the 3 distribution categories to be awarded for planning and community engagement for active transportation in disadvantaged communities.	Monitor
<u>AB 2847</u> Patterson R State highways: transfer to local agencies: pilot program.	3/14/2016-A. TRANS. 3/14/2016-Referred to Coms. on TRANS. and L. GOV.	Would require the Department of Transportation to participate in a pilot program over a 5-year period under which 3 counties, one in northern California, one in southern California, and one in the central valley, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county.	Monitor
<u>AB 2868</u> Gatto D Energy storage.	3/28/2016-A. U. & C. 3/28/2016-Referred to Com. on U. & C.	Would, until January 1, 2020, require the Public Utilities Commission, in consultation with the State Air Resources Board and the State Energy Resources Conservation and Development Commission, to direct electrical corporations to file applications for programs and investments to accelerate widespread deployment of distributed energy storage systems, as defined.	Monitor

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AB 2906 Committee on Transportation Transportation: omnibus bill.	3/28/2016-A. TRANS. 3/28/2016-Referred to Com. on TRANS.	Current law requires that the issue, renewal, cancellation, retention, and transfer of the Olympic plates be subject to specified provisions as if they were environmental license plates, including, among others, provisions that impose a \$48 registration fee and a \$38 renewal fee for the issuance of the plates. This bill would repeal the provisions that require the Olympic plates to be subject to the environmental license plates provisions described above.	Monitor
ABX1 25 <u>Allen, Travis R</u> Shuttle services: loading and unloading of passengers.	1/11/2016-A. PRINT 1/12/2016-From printer.	Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that current law allows local authorities to permit school buses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside these curb spaces upon agreement between a transit system operating buses.	Monitor
SB 86 Committee on Budget and Fiscal Review Budget Act of 2015.	3/7/2016-S. INACTIVE FILE 3/7/2016-Ordered to inactive file on request of Senator Leno.	The Budget Act of 2015 appropriated specified amounts for the support of state government for the 2015-16 fiscal year. This bill would amend the Budget Act of 2015 by adding and amending items of appropriation. This bill contains other related provisions.	Monitor
SB 254 <u>Allen D</u> Campaign finance: advisory election.	3/17/2016-A. RLS. 3/17/2016-Re-referred to Com. on RLS. pursuant to Assembly Rule 96.	Would call a special election to be consolidated with the November 8, 2016, statewide general election. The bill would require the Secretary of State to submit to the voters at the November 8, 2016, consolidated election an advisory question asking whether the Congress of the United States should propose, and the California Legislature should ratify, an amendment or amendments to the United States Constitution to overturn Citizens United v. Federal Election Commission (2010) 558 U.S. 310, and other applicable judicial precedents, as specified.	Monitor

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SB 821 <u>Block D</u> Crimes: criminal threats.	3/8/2016-S. PUB. S. 3/15/2016-Set for hearing April 5.	Would require that any person who willfully threatens to commit a crime against another person or at a location or event that will result in death or great bodily injury to another person, with the specific intent that the statement, made verbally, in writing, or by means of an electronic communication device, is to be taken as a threat, even if there is no intent of actually carrying it out, be punished by imprisonment in a county jail not to exceed one year, or by imprisonment in the state prison. This bill contains other related provisions and other existing laws.	Monitor
SB 824 <u>Beall D</u> Low Carbon Transit Operations Program.	3/15/2016-S. T. & H. 3/24/2016-Set for hearing April 12.	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. This bill contains other existing laws.	
SB 876 <u>Liu D</u> Homelessness.	3/28/2016-S. T. & H. 3/30/2016-March 29 set for first hearing. Failed passage in committee. (Ayes 2. Noes 7.)	Would afford persons experiencing homelessness the right to use public spaces without discrimination based on their housing status and describe basic human and civil rights that may be exercised without being subject to criminal or civil sanctions, including the right to use and to move freely in public spaces, the right to rest in public spaces and to protect oneself from the elements, the right to eat in any public space in which having food is not prohibited, and the right to perform religious observances in public spaces, as specified.	Monitor
SB 882 <u>Hertzberg D</u> Crimes: public transportation: minors.	1/28/2016-S. PUB. S. 3/16/2016-Set for hearing April 12.	Current law makes it an infraction or a misdemeanor to evade the payment of a fare on a public transit system, to misuse a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or to use a discount ticket without authorization or fail to present, upon request from a transit system representative, acceptable proof of eligibility to use a discount ticket. This bill would prohibit the minor from being charged with an infraction or a misdemeanor for those acts.	Monitor

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<u>SB 885</u> <u>Wolk D</u> Construction contracts: indemnity.	1/28/2016-S. JUD. 1/28/2016-Referred to Com. on JUD.	Would specify, for construction contracts entered into on or after January 1, 2017, that a design professional, as defined, only has the duty to defend claims that arise out of, or pertain or relate to, negligence, recklessness, or willful misconduct of the design professional. Under the bill, a design professional would not have a duty to defend claims against any other person or entity arising from a construction project, except that person or entity's reasonable defense costs arising out of the design professional's degree of fault, as specified.	Monitor
<u>SB 892</u> <u>Leyva D</u> Transportation: San Bernardino County Transportation Authority.	1/28/2016-S. T. & H. 1/28/2016-Referred to Com. on T. & H.	Would create the San Bernardino County Transportation Authority as the successor agency to the powers, duties, revenues, debts, obligations, liabilities, immunities, and exemptions of the San Bernardino County Transportation Commission and San Bernardino County local transportation authority, service authority for freeway emergencies, and local congestion management agency, and of the San Bernardino Associated Governments, when it was acting on behalf, or in the capacity, of those agencies. This bill contains other related provisions and other existing laws.	Monitor
<u>SB 895</u> <u>Bates R</u> Land use: housing element.	2/4/2016-S. RLS. 2/4/2016-Referred to Com. on RLS.	Current law, the Planning and Zoning Law, requires each city, county, and city and county to prepare and adopt a general plan that contains certain mandatory elements, including a housing element. This bill would make technical, nonsubstantive changes to that law.	Monitor
<u>SB 901</u> <u>Bates R</u> Transportation projects: Advanced Mitigation Program.	2/4/2016-S. T. & H. 3/23/2016-April 5 hearing postponed by committee.	Would create the Advanced Mitigation Program in the Department of Transportation to implement environmental mitigation measures in advance of future transportation projects. The bill would require the department to set aside certain amounts of future appropriations for this purpose.	Monitor

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SB 902 <u>Cannella R</u> Department of Transportation: environmental review process: federal program.	2/4/2016-S. T. & H. 2/4/2016-Referred to Com. on T. & H.	Current law, until January 1, 2017, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities the Department of Transportation assumed as a participant in the surface transportation project delivery program. Current law requires the department, no later than January 1, 2016, to submit a report to the Legislature that includes specified elements. This bill would require the department to instead submit that report to the Legislature commencing January 1, 2021, and every 5 years thereafter.	Monitor
SB 903 <u>Nguyen R</u> Transportation funds: loan repayment.	2/4/2016-S. T. & H. 2/4/2016-Referred to Com. on T. & H.	Would acknowledge, as of June 30, 2015, \$879,000,000 in outstanding loans of certain transportation revenues, and would require this amount to be repaid from the General Fund by June 30, 2016, to the Traffic Congestion Relief Fund for allocation to the Traffic Congestion Relief Program, the Trade Corridors Improvement Fund, the Public Transportation Account, and the State Highway Account, as specified. The bill would thereby make an appropriation. This bill contains other related provisions and other existing laws.	Monitor
SB 951 <u>McGuire D</u> Veteran Transit Passes	4/6/2016 – Senate Environmental Quality Committee	Appropriates funding annually from the Greenhouse Gas Reduction Fund for the Golden State Patriot Passes Program that would provide veterans with free access to transit services. Requires the development of related program guidelines that describe the methodologies that a participating transit operator would use to demonstrate that proposed expenditures would reduce greenhouse gas emission, increase veteran mobility, and fulfill specified requirements. Requires the selection of operators to participate.	
SB 998 <u>Wieckowski D</u> Vehicles: mass transit guideways.	2/18/2016-S. T. & H. 3/24/2016-Set for hearing April 19.	Would prohibit a person from operating a motor vehicle, or stopping, parking, or leaving a vehicle standing, on a public mass transit guideway, subject to specified exceptions. Because a violation of these provisions would be a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Monitor

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<u>SB 1018</u> <u>Liu D</u> California Environmental Quality Act: State Route 710 North Study.	3/17/2016-S. E.Q. 3/18/2016-Set for hearing April 6.	Would deem a certain cost-benefit analysis prepared for the State Route 710 North Study to be a technical study to be included in the comprehensive analysis of the alternatives described in the draft EIR for the State Route 710 North Study and would require the lead agency to consider and respond, in writing, to any comments regarding the analysis submitted during the public review period. This bill contains other related provisions.	OPPOSE – Metro to provide testimony in opposition on April 6th at Hearing, Senate Environmental Quality Committee
<u>SB 1066</u> <u>Beall D</u> Transportation funds: fund estimates.	2/25/2016-S. T. & H. 3/24/2016-Set for hearing April 12.	Current law requires the Department of Transportation to submit to the California Transportation Commission an estimate of state and federal funds reasonably expected to be available for future programming over the 5-year period in each state transportation improvement program, and requires the California Transportation Commission to adopt a fund estimate in that regard. This bill would require the fund estimates prepared by the department and the commission to identify and include federal funds derived from apportionments made to the state under the Fixing America's Surface Transportation Act of 2015.	Monitor
<u>SB 1141</u> <u>Moorlach R</u> State highways: transfer to local agencies: pilot program.	3/3/2016-S. T. & H. 3/29/2016-Set for hearing April 19.	Would require the Department of Transportation 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 the county or to a regional transportation agency that has jurisdiction in the county.	Monitor
<u>SB 1197</u> <u>Cannella R</u> Intercity rail corridors: extensions.	3/3/2016-S. T. & H. 3/30/2016-Set for hearing April 19.	Current law defines the boundaries of 3 intercity rail corridors, and requires the preparation of an annual business plan for the corridor by each participating joint powers board. This bill, at any time after an interagency transfer agreement between the department and a joint powers board has been entered into, would authorize the amendment of the agreement to provide for the extension of the affected rail corridor to provide intercity rail service beyond the defined boundaries of the corridor. The bill would require a proposed extension to first be recommended and justified in the business plan adopted by the joint powers board, and then would require the approval of the Secretary of Transportation.	Monitor

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SB 1208 <u>Bates R</u> California Transportation Commission.	3/3/2016-S. RLS. 3/3/2016-Referred to Com. on RLS.	Current law creates the California Transportation Commission, with specified powers and duties relative to programming of transportation capital improvement projects and other related matters. Current law authorizes the commission to request and review reports of the Department of Transportation and other entities pertaining to transportation issues and concerns that the commission determines need special study. This bill would make a nonsubstantive change to this provision.	Monitor
SB 1259 <u>Runner R</u> Vehicles: toll payment: veterans.	3/3/2016-S. T. & H. 3/24/2016-Set for hearing April 19.	Would exempt vehicles occupied by a veteran and displaying a specialized veterans license plate, as specified, from payment of a toll or related fines on a toll road, high-occupancy toll (HOT) lane, toll bridge, toll highway, a vehicular crossing, or any other toll facility. The bill would also make conforming changes.	Monitor
SB 1320 <u>Runner R</u> California Transportation Commission.	3/3/2016-S. T. & H. 3/28/2016-April 19 hearing postponed by committee.	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.	Monitor
SB 1362 <u>Mendoza D</u> Los Angeles County Metropolitan Transportation Authority: security officers.	3/31/2016-S. B., P. & E.D. - Withdrawn 3/31/2016-From committee with author's amendments. Read second time and amended. Re-referred to Com. Rules	Would allow persons regularly employed as security officers by the Los Angeles County Metropolitan Transportation Authority to detain individuals on properties owned, controlled, operated, and administered by the authority when exigent circumstances exist, as defined. This bill contains other related provisions and other existing laws.	
SB 1383 <u>Lara D</u> Short-lived climate pollutants.	3/10/2016-S. E.Q. 3/15/2016-Set for hearing April 6.	Would require the State Air Resources Board to approve and implement that comprehensive strategy to reduce emissions of short-lived climate pollutants to achieve a reduction in methane by 40%, hydrofluorocarbon gases by 40%, and anthropogenic black carbon by 50% below 2013 levels by 2030, as specified.	

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<u>SB 1397</u> <u>Huff R</u> Highway safety and information program.	3/10/2016-S. T. & H. 3/24/2016-Set for hearing April 19.	Would enact the Highway Safety and Information Act. The bill would authorize the Department of Transportation, subject to federal approval, to enter into an agreement pursuant to a best value procurement and competitive process for a project with a contractor to construct, upgrade or reconstruct, and operate a network of changeable message signs within the rights-of-way of the state highway system, as specified.	Monitor
<u>SB 1398</u> <u>Leyva D</u> Public water systems: lead pipes.	3/31/2016-S. E.Q. 3/31/2016-Re-referred to Com. on E.Q.	Would require a public water system to compile an inventory of lead pipes in use by July 1, 2018, and, after completing the inventory, to provide a timeline for replacement of lead pipes in the system to the board. This bill would require the board to establish best practices to ensure that chemicals introduced into public water systems do not create corrosion or contamination within the system.	Monitor
<u>SB 1405</u> <u>Pavley D</u> Zero-emission vehicles: transportation systems.	3/31/2016-S. E.Q. 3/31/2016-Re-referred to Coms. on E.Q. and T. & H.	Would require the state board, by March 1, 2017, to revise its zero-emission vehicle standard regulation to expand the definition of "transportation systems eligible for zero-emission vehicle credits" under that regulation to include additional entities utilizing fleets of zero-emission vehicles, including rental car companies, transportation network companies, taxicab companies, and car-sharing companies, to the extent that the operations of those entities involve ridesharing features offered by those entities that reduce per-passenger emissions. This bill contains other related provisions and other existing laws.	Monitor
<u>SB 1443</u> <u>Galgiani D</u> Incarcerated persons: health records.	3/31/2016-S. PUB. S. 3/31/2016-Re-referred to Coms. on PUB. S. and JUD.	Would authorize the disclosure of information between a county correctional facility, a county medical facility, a state correctional facility, or a state hospital to ensure the continuity of health care of an inmate being transferred among those facilities. The bill would also authorize the disclosure and exchange of information by a county correctional facility, a county medical facility, a state correctional facility, or a state hospital to a contracted licensed mental health provider performing a forensic evaluation of an offender or a mentally disordered offender (MDO) or a sexually violent predator (SVP) screening of an offender. This bill contains other related provisions and other existing laws.	Monitor

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<u>SB 1464</u> De León D California Global Warming Solutions Act of 2006: greenhouse gas emissions reduction.	3/10/2016-S. E.Q. 3/10/2016-Referred to Com. on E.Q.	Current law requires the State Air Resources Board to consult with other states, the federal government, and other nations to identify the most effective strategies and methods to reduce greenhouse gases, manage greenhouse gas control programs, and facilitate the development of integrated and cost-effective regional, national, and international greenhouse gas reduction programs. This bill would require the state board to also consult with local agencies for these purposes.	Monitor
<u>SCA 7</u> Huff R Motor vehicle fees and taxes: restriction on expenditures.	5/28/2015-S. E. & C.A. 1/12/2016-Set for hearing January 19 in E. & C.A. pending receipt.	Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also provide that none of those revenues may be pledged or used for the payment of principal and interest on bonds or other indebtedness.	Support
<u>ABX1 1</u> Alejo D Transportation funding.	6/23/2015-A. PRINT 6/24/2015-From printer.	Existing law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other existing laws.	Monitor
<u>ABX1 2</u> Perea D Transportation projects: comprehensive development lease agreements.	6/25/2015-A. PRINT 6/26/2015-From printer.	Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions. The bill would also delete obsolete cross-references and make technical changes to these provisions.	Monitor

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<p><u>ABX1 3</u> <u>Frazier D</u> Transportation funding.</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>Existing law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair highways, local roads, bridges, and other critical infrastructure.</p>	<p>Monitor</p>
<p><u>ABX1 4</u> <u>Frazier D</u> Transportation funding.</p>	<p>9/3/2015-S. RLS. 9/3/2015-Referred to Com. on RLS.</p>	<p>Existing law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.</p>	<p>Monitor</p>

<p>ABX1 5 <u>Hernández, Roger D</u></p> <p>Income taxes: credits: low-income housing: farmworker housing assistance.</p>	<p>7/16/2015-A. PRINT 7/17/2015-From printer.</p>	<p>Existing law establishes a low-income housing tax credit program pursuant to which the California Tax Credit Allocation Committee provides procedures and requirements for the allocation of state insurance, personal income, and corporation income tax credit amounts among low-income housing projects based on federal law. Existing law allows the credit for buildings located in designated difficult development areas or qualified census tracts that are restricted to having 50% of its occupants be special needs households, as defined, even if the taxpayer receives specified federal credits, if the credit allowed under this section does not exceed 30% of the eligible basis of that building. Existing law limits the total annual amount of the credit that the committee may allocate to \$70 million per year and allows \$500,000 per year of that amount to be allocated for projects to provide farmworker housing, as specified. Existing law defines farmworker housing to mean housing for agricultural workers that is available to, and occupied by, only farmworkers and their households. This bill, under the insurance taxation law, the Personal Income Tax Law, and the Corporation Tax Law, would modify the definition of applicable percentage relating to qualified low-income buildings that are farmworker housing projects, as provided. The bill would authorize the California Tax Credit Allocation Committee to allocate that credit even if the taxpayer receives specified federal and state credits or only state credits. The bill would increase the amount the committee may allocate to farmworker housing projects from \$500,000 to \$25,000,000 per year. The bill would also redefine farmworker housing to mean housing for agricultural workers that is available to, and occupied by, not less than 50% of farmworkers and their households. This bill contains other related provisions.</p>	<p>Monitor</p>
<p>ABX1 6 <u>Hernández, Roger D</u></p> <p>Affordable Housing and Sustainable Communities Program.</p>	<p>7/16/2015-A. PRINT 7/17/2015-From printer.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law continuously appropriates 20% of the annual proceeds of the fund to the Affordable Housing and Sustainable Communities Program, administered by the Strategic Growth Council, to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. This bill would require 20% of moneys available for allocation under the program to be allocated to eligible projects in rural areas, as defined. The bill would further require at least 50% of those moneys to be allocated to eligible affordable housing projects. The bill would require the council to amend its guidelines and selection criteria consistent with these requirements and to consult with interested stakeholders in this regard.</p>	<p>Monitor</p>

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<p><u>ABX1 7</u> <u>Nazarian D</u></p> <p>Public transit: funding.</p>	<p>7/16/2015-A. PRINT 7/17/2015-From printer.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other existing laws.</p>	<p>Monitor</p>
<p><u>ABX1 8</u> <u>Chiu D</u></p> <p>Diesel sales and use tax.</p>	<p>7/16/2015-A. PRINT 7/17/2015-From printer.</p>	<p>Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to be transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller, for allocation by formula to transportation agencies for public transit purposes. This bill, effective July 1, 2016, would increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.</p>	<p>Monitor</p>
<p><u>ABX1 9</u> <u>Levine D</u></p> <p>Richmond-San Rafael Bridge.</p>	<p>8/17/2015-A. PRINT 8/18/2015-From printer.</p>	<p>Existing law specifies the powers and duties of the Department of Transportation, the Metropolitan Transportation Commission, and the Bay Area Toll Authority with respect to the collection and expenditure of toll revenue from the 7 state-owned toll bridges within the geographic jurisdiction of the commission, including the Richmond-San Rafael Bridge. This bill would require the department, immediately, or as soon as practically feasible, but no later than September 30, 2015, to implement an operational improvement project that temporarily restores the third eastbound lane on State Highway Route 580 from the beginning of the Richmond-San Rafael Bridge in the County of Marin to Marine Street in the County of Contra Costa to automobile traffic and that temporarily converts a specified portion of an existing one-way bicycle lane along the north side of State Highway Route 580 in the County of Contra Costa into a bidirectional bicycle and pedestrian lane. The bill would require the department to keep the temporary lanes in place until the department has completed a specified project relating to the Richmond-San Rafael Bridge or until construction activity for that project necessitates removal of the temporary lanes. This bill contains other related provisions.</p>	<p>Monitor</p>

<p><u>ABX1 10</u> Levine D</p> <p>Public works: contracts: extra compensation.</p>	<p>8/19/2015-A. PRINT 8/20/2015-From printer.</p>	<p>Existing law sets forth requirements for provisions in public works contracts awarded by a state entity. Under existing law, the state or any other public entity in any competitively bid public works contract may provide for the payment of extra compensation to the contractor for cost reduction changes. This bill would provide that a state entity in a megainfrastructure project contract, as defined, may not provide for the payment of extra compensation to the contractor until the megainfrastructure project, as defined, has been completed and an independent third party has verified that the megainfrastructure project meets all architectural or engineering plans and safety specifications of the contract. This bill would apply to contracts entered into or amended on or after the effective date of this bill.</p>	<p>Monitor</p>
<p><u>ABX1 11</u> Gray D</p> <p>Transportation projects: County of Merced: campus parkway project.</p>	<p>8/20/2015-A. PRINT 8/21/2015-From printer.</p>	<p>Existing law provides various sources of funding for transportation projects. This bill would appropriate \$97,600,000 from the General Fund to the Merced County Association of Governments for construction of phase 2 and 3 of the Campus Parkway Project, a planned road project to connect the University of California, Merced to State Highway 99, in the County of Merced.</p>	<p>Monitor</p>
<p><u>ABX1 12</u> Nazarian D</p> <p>Los Angeles County Metropolitan Transportation Authority.</p>	<p>8/26/2015-A. PRINT 8/27/2015-From printer.</p>	<p>Existing law creates the Los Angeles County Metropolitan Transportation Authority with specified powers and duties relative to transportation planning, programming, and operations in Los Angeles County. This bill would authorize the Los Angeles County Metropolitan Transportation Authority to enter into agreements with private entities for certain transportation projects in Los Angeles County, including on the state highway system, subject to various terms and requirements. The bill would authorize the authority to impose tolls and user fees for use of those projects. For any project on the state highway system, the bill would require the authority to implement the project in cooperation with the Department of Transportation pursuant to an agreement that addresses specified matters. The bill would provide that a facility constructed by a private entity would at all times be owned by a governmental agency, except as provided. The bill would authorize the authority to issue bonds to finance any costs necessary to implement a project and to finance any expenditures, payable from the revenues generated from the project or other available resources, as specified. This bill contains other related provisions.</p>	<p>Monitor</p>

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<p><u>ABX1 13</u> <u>Grove R</u></p> <p>Greenhouse Gas Reduction Fund: streets and highways.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 20% of the annual proceeds of the fund to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program, as provided. This bill would reduce the continuous appropriation to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program by half. This bill contains other related provisions.</p>	<p>Monitor</p>
<p><u>ABX1 14</u> <u>Waldron R</u></p> <p>State Highway Operation and Protection Program: local streets and roads: appropriation.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>Existing law requires the Department of Transportation to prepare a State Highway Operation and Protection Program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for apportionment of specified portions of revenues in the Highway Users Tax Account derived from gasoline and diesel excise taxes to cities and counties by formula, with the remaining revenues to be deposited in the State Highway Account for expenditure on various state transportation programs, including maintenance of state highways and transportation capital improvement projects. This bill would continuously appropriate \$1 billion from the General Fund, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by a specified formula for street and road purposes.</p>	<p>Monitor</p>

<p><u>ABX1 15</u> <u>Patterson R</u></p> <p>State Highway Operation and Protection Program: local streets and roads: appropriation.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>Existing law appropriates the sum of \$663,287,000 for the 2015-16 fiscal year from the State Highway Account to the Department of Transportation for Capital Outlay Support. This bill would reduce the \$663,287,000 appropriation for Capital Outlay Support by \$500 million, and would appropriate \$500 million from the State Highway Account for the 2015-16 fiscal year, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by formula for street and road purposes. This bill contains other existing laws.</p>	<p>Monitor</p>
<p><u>ABX1 16</u> <u>Patterson R</u></p> <p>State highways: transfer to local agencies: pilot program.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of all state highways and associated property, and sets forth the powers and duties with respect to operation, maintenance, and improvement of state highways. Existing law authorizes the California Transportation Commission to exercise various powers and duties on transportation matters, including the allocation of certain transportation capital improvement funds available to the state. This bill would require the department to participate in a pilot program over a 5-year period under which 2 counties, one in northern California and one in southern California, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. The bill would require the department, with respect to those counties, for the duration of the pilot program, to convey all of its authority and responsibility over state highways in the county to a county, or a regional transportation agency that has jurisdiction in the county. The bill would require the commission to administer and oversee the pilot program, and to select the counties that will participate in the program. The bill would require certain moneys to be appropriated for these purposes as a block grant in the annual Budget Act to a participating county, as specified. The bill would authorize any cost savings realized by a participating county to be used by the county for other transportation priorities. The bill would require the participating counties to report to the Legislature upon the conclusion of the pilot program.</p>	<p>Monitor</p>

<p><u>ABX1 17</u> <u>Achadjian R</u></p> <p>Greenhouse Gas Reduction Fund: state highway operation and protection program.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 60% of the annual proceeds of the fund for transit, affordable housing, sustainable communities, and high-speed rail purposes. This bill, beginning in the 2016-17 fiscal year, would continuously appropriate 25% of the annual proceeds of the fund to fund projects in the state highway operation and protection program.</p>	<p>Monitor</p>
<p><u>ABX1 18</u> <u>Linder R</u></p> <p>Vehicle weight fees: transportation bond debt service.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Account to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. This bill, notwithstanding these provisions or any other law, effective January 1, 2016, would prohibit weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds.</p>	<p>Monitor</p>
<p><u>ABX1 19</u> <u>Linder R</u></p> <p>California Transportation Commission.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>Existing law establishes in the state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.</p>	<p>Monitor</p>

<p><u>ABX1 20</u> <u>Gaines, Beth R</u></p> <p>State government: elimination of vacant positions: transportation: appropriation.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>Existing law establishes the Department of Human Resources in state government to operate the state civil service system. This bill would require the department to eliminate 25% of the vacant positions in state government that are funded by the General Fund. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>
<p><u>ABX1 21</u> <u>Obernolte R</u></p> <p>Environmental quality: highway projects.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. The bill would prohibit a court in a judicial action or proceeding under CEQA from staying or enjoining the construction or improvement of a highway unless it makes specified findings.</p>	<p>Monitor</p>

<p><u>ABX1 22</u> <u>Patterson R</u></p> <p>Design-build: highways.</p>	<p>9/1/2015-A. PRINT 9/2/2015-From printer.</p>	<p>Existing law authorizes the Department of Transportation to utilize design-build procurement for up to 10 projects on the state highway system, based on either best value or lowest responsible bid. Existing law requires the department to perform construction inspection services for those projects that are on or interfacing with the state highway system, as specified. Existing law establishes a procedure for submitting bids that includes a requirement that design-build entities provide a statement of qualifications submitted to the transportation entity that is verified under oath, subject to penalty of perjury. This bill would authorize the department to utilize design-build procurement on an unlimited number of projects and would require the department to contract with consultants to perform construction inspection services for those authorized projects. The bill would eliminate the requirement that the department perform the construction inspection services for the projects on or interfacing with the state highway system. By authorizing the design-build method of procurement to be utilized in an unlimited number of projects, the bill would expand the number of projects in which the statement of qualifications requirement, subject to penalty of perjury, is applicable, thereby expanding the scope of an existing crime and imposing a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>
<p><u>ABX1 23</u> <u>Garcia, Eduardo D</u></p> <p>Transportation.</p>	<p>9/4/2015-A. PRINT 9/5/2015-From printer.</p>	<p>Existing law requires the Department of Transportation to prepare a State Highway Operation and Protection Program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for the programming of transportation capital improvement funds for other objectives through the State Transportation Improvement Program administered by the California Transportation Commission, which includes projects recommended by regional transportation planning agencies through adoption of a regional transportation improvement program and projects recommended by the department through adoption of an interregional transportation improvement program, as specified. This bill, by January 1, 2017, would require the California Transportation Commission to establish a process whereby the department and local agencies receiving funding for highway capital improvements from the State Highway Operation and Protection Program or the State Transportation Improvement Program prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community residents, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>

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

<p><u>SBX1 1</u> <u>Beall D</u></p> <p>Transportation funding.</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>Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account. This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system and for other specified purposes. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund, including revenues attributable to a \$0.12 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill and \$0.10 of a \$0.22 per gallon increase in the diesel fuel excise tax imposed by the bill, including an inflation adjustment, as provided, an increase of \$35 in the annual vehicle registration fee, a new \$100 annual vehicle registration fee applicable to zero-emission motor vehicles, as defined, a new annual road access charge on each vehicle, as defined, of \$35, and repayment, over a 3-year period, of outstanding loans made in previous years from certain transportation funds to the General Fund. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>
<p><u>SBX1 2</u> <u>Huff R</u></p> <p>Greenhouse Gas Reduction Fund.</p>	<p>6/30/2015-S. T. & I.D. 9/1/2015-September 1 set for first hearing. Failed passage in committee. (Ayes 3. Noes 9. Page 56.) Reconsideration granted.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would exclude from allocation under these provisions the annual proceeds of the fund generated from the transportation fuels sector. The bill would instead provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail. This bill contains other existing laws.</p>	<p>Monitor</p>

<p><u>SBX1 3</u> <u>Vidak R</u></p> <p>Transportation bonds: highway, street, and road projects.</p>	<p>9/14/2015-S. DEAD 9/14/2015- Returned to Secretary of Senate pursuant to Joint Rule 62(a).</p>	<p>Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of general obligation bonds in the amount of \$9 billion for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters. This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of bonds subsequently issued and sold under the high-speed rail portion of the bond act, upon appropriation, to be made available to the Department of Transportation for repair and new construction projects on state highways and freeways, and for repair and new construction projects on local streets and roads, as specified. The bill would make no changes to the authorization under the bond act for the issuance of \$950 million in bonds for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the June 7, 2016, statewide primary election.</p>	<p>Monitor</p>
<p><u>SBX1 4</u> <u>Beall D</u></p> <p>Transportation funding.</p>	<p>9/24/2015-S. CONFERENCE COMMITTEE 9/24/2015-Senators Beall (Co-Chair), Allen, Leyva, Cannella and Gaines appointed to Conference Committee.</p>	<p>Existing law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact statutory changes to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.</p>	<p>Monitor</p>

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

<p><u>SBX1 8</u> <u>Hill D</u> Public transit: funding.</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. Page 57.) (September 1). Re-referred to Com. on APPR.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other existing laws.</p>	<p>Monitor</p>
<p><u>SBX1 9</u> <u>Moorlach R</u> Department of Transportation.</p>	<p>9/14/2015-S. DEAD 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).</p>	<p>Existing law creates the Department of Transportation with various powers and duties relative to the state highway system and other transportation programs. This bill would prohibit the department from using any nonrecurring funds, including, but not limited to, loan repayments, bond funds, or grant funds, to pay the salaries or benefits of any permanent civil service position within the department. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Status" will provide most recent action on the legislation and current position in the legislative process. 4/5/2016

<p><u>SBX1 10</u> <u>Bates R</u></p> <p>Regional transportation capital improvement funds.</p>	<p>7/16/2015-S. T. & I.D. 9/9/2015-September 8 hearing: Testimony taken. Hearing postponed by committee.</p>	<p>Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission generally programs and allocates available state and federal funds for transportation capital improvement projects, other than state highway rehabilitation and repair projects, over a multiyear period based on estimates of funds expected to be available. Existing law provides funding for these interregional and regional transportation capital improvement projects through the state transportation improvement program process, with 25% of funds available for interregional projects selected by the Department of Transportation through preparation of an interregional transportation improvement program and 75% for regional projects selected by transportation planning agencies through preparation of a regional transportation improvement program. Existing law requires funds available for regional projects to be programmed by the commission pursuant to the county shares formula, under which a certain amount of funding is available for programming in each county, based on population and miles of state highway. Existing law specifies the various types of projects that may be funded with the regional share of funds to include state highways, local roads, transit, and others. This bill would revise the process for programming and allocating the 75% share of state and federal funds available for regional transportation improvement projects. The bill would require the department to annually apportion, by the existing formula, the county share for each county to the applicable metropolitan planning organization, transportation planning agency, or county transportation commission, as a block grant. These transportation capital improvement funds, along with an appropriate amount of capital outlay support funds, would be appropriated annually through the annual Budget Act to regional transportation agencies. The bill would require the regional transportation agencies, in their regional transportation improvement programs, to identify the transportation capital improvement projects to be funded with these moneys, and would require the California Transportation Commission to incorporate the regional transportation improvement programs into the state transportation improvement program. The bill would eliminate the role of the California Transportation Commission in programming and allocating funds to these regional projects, but would retain certain oversight roles of the commission with respect to expenditure of the funds. The bill would repeal provisions governing computation of county shares over multiple years and make various other conforming changes.</p>	<p>Monitor</p>
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<p><u>SBX1 11</u> <u>Berryhill R</u></p> <p>Environmental quality: transportation infrastructure.</p>	<p>9/4/2015-S. T. & I.D. 9/4/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & I.D.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would exempt from these CEQA provisions a project that consists of the inspection, maintenance, repair, restoration, reconditioning, relocation, replacement, or removal of existing transportation infrastructure if certain conditions are met, and would require the person undertaking these projects to take certain actions, including providing notice to an affected public agency of the project's exemption. Because a lead agency would be required to determine if a project qualifies for this exemption, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>
<p><u>SBX1 12</u> <u>Runner R</u></p> <p>California Transportation Commission.</p>	<p>8/20/2015-S. APPR. 8/20/2015-Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Existing law establishes in state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>

<p><u>SBX1 13</u> <u>Vidak R</u></p> <p>Office of the Transportation Inspector General.</p>	<p>9/3/2015-S. APPR. 9/3/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Existing law creates various state transportation agencies, including the Department of Transportation and the High-Speed Rail Authority, with specified powers and duties. Existing law provides for the allocation of state transportation funds to various transportation purposes. This bill would create the Office of the Transportation Inspector General in state government, as an independent office that would not be a subdivision of any other government entity, to build capacity for self-correction into the government itself and to ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would provide for the Governor to appoint the Transportation Inspector General for a 6-year term, subject to confirmation by the Senate, and would provide that the Transportation Inspector General may not be removed from office during the term except for good cause. The bill would specify the duties and responsibilities of the Transportation Inspector General, would require an annual report to the Legislature and Governor, and would provide that funding for the office shall, to the extent possible, be from federal transportation funds, with other necessary funding to be made available from the State Highway Account and an account from which high-speed rail activities may be funded.</p>	<p>Monitor</p>
<p><u>SBX1 14</u> <u>Cannella R</u></p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>7/16/2015-S. T. & I.D. 8/17/2015-August 19 set for first hearing canceled at the request of author.</p>	<p>Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions. The bill would also delete obsolete cross-references and make technical changes to these provisions.</p>	<p>Monitor</p>

<p><u>SCAX1 1</u> Huff R</p> <p>Motor vehicle fees and taxes: restriction on expenditures.</p>	<p>9/9/2015-S. APPR. 9/9/2015-From committee: Be adopted and re-refer to Com. on APPR. (Ayes 13. Noes 0. Page 72.) (September 8). Re-referred to Com. on APPR.</p>	<p>(1) Article XIX of the California Constitution restricts the expenditure of revenues from taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes, and restricts the expenditure of revenues from fees and taxes imposed by the state upon vehicles or their use or operation to state administration and enforcement of laws regulating the use, operation, or registration of vehicles used upon the public streets and highways, as well as to street and highway and certain mass transit purposes. These restrictions do not apply to revenues from taxes or fees imposed under the Sales and Use Tax Law or the Vehicle License Fee Law. This measure would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also prohibit those revenues from being pledged or used for the payment of principal and interest on bonds or other indebtedness. The measure would delete the provision that provides for use of any fuel tax revenues allocated to mass transit purposes to be pledged or used for payment of principal and interest on voter-approved bonds issued for those mass transit purposes, and would instead subject those expenditures to the existing 25% limitation applicable to the use of fuel tax revenues for street and highway bond purposes. O This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>
<p><u>SCRX1 1</u> De León D</p> <p>2015-16 First Extraordinary Session: Joint Rules.</p>	<p>6/23/2015-A. DESK 6/23/2015-In Assembly. Held at Desk.</p>	<p>This measure adopts the Joint Rules of the Senate and Assembly for the 2015-16 Regular Session, as set forth in Senate Concurrent Resolution No. 37, as the Joint Rules, except as specified, for the 2015-16 First Extraordinary Session.</p>	<p>Monitor</p>
<p><u>SRX1 1</u> De León D</p> <p>Relative to the Standing Rules of the Senate 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>	<p>This measure adopts the Joint Rules of the Senate and Assembly for the 2015-16 Regular Session, as set forth in Senate Concurrent Resolution No. 37, as the Joint Rules, except as specified, for the 2015-16 First Extraordinary Session.</p>	<p>Monitor</p>

FEDERAL LEGISLATION		
BILL/AUTHOR	DESCRIPTION	STATUS
H.R. 3620 Bass D	Would permit transportation agencies to consider the hiring of local workers in the evaluation of bids and proposals for highway and transit projects where federal funds are being used.	January 2014 – SUPPORT Referred to House Transportation and Infrastructure Subcommittees on Highways and Transit and Railroads, Pipelines, and Hazardous Materials
H.R. 680 Blumenauer D	Would gradually increase the federal gas tax by 15-cents, index the gas tax to inflation and seek to replace the federal gas tax with a more stable alternative by 2024. <i>Board previously supported HR 3636 bill last session.</i>	May 2015 – SUPPORT Referred to the House Committees on Ways and Means and House Transportation and Infrastructure
H.R. 935 Hahn D-CA	Would direct 5% of all import duties collected by Customs and Border Protection (CBP) at Ports of Entry to be spent on freight transportation through the creation of the National Freight Network Trust Fund. <i>Board previously supported HR 5101 bill last session.</i>	May 2015 – SUPPORT WORK WITH AUTHOR Subcommittee on Rail, House Transportation and Infrastructure Committee House Ways and Means Committee

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

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

H.R. 4343	H.R. 4343 (Blumenauer) – The Bikeshare Transit Act of 2016 would, if enacted into federal law, clarify the definition of bikeshare projects that qualify as an “associated transit improvement” under Title 49 of U.S. Code, add bikeshare projects to the definition of “capital project” under Title 49 of U.S. Code, and make bikeshare projects eligible for funding under the Congestion Mitigation and Air Quality Improvement Program (CMAQ) under Title 23 of U.S. Code. The legislation seeks to add bikeshare projects to the formal definition of transit projects as well as make clear to states that administer Federal Highway Administration funding that bikeshare is eligible to receive federal funding.	MARCH 2016 – SUPPORT House Transportation and Infrastructure ↪ Highways and Transit
S. 650 Blunt R-MO	Extends the national deadline by five years to implement PTC, from December 31, 2015 to December 31, 2020. Two one year extensions beyond 2020 are included in the legislation, but the extensions are at the discretion of the Secretary of the U.S. Department of Transportation.	MAY 2015 – OPPOSE Senate Commerce, Science and Transportation Committee
S. 797 Booker D-NJ	Amends the Railroad Rehabilitation and Improvement Financing Program (RRIF) to expand the eligibility for financing transit oriented development.	May 2015 – SUPPORT WORK WITH AUTHOR Senate Commerce, Science and Transportation Committee
S. 880 (Schatz-D-HI)	Amends the TIFIA program, as authorized in MAP-21, to include TOD as an eligible expense to finance through the TIFIA program.	May 2015- SUPPORT Senate Environment and Public Works Committee
S. 1006 (Feinstein-D-CA)	Extend the national deadline to implement Positive Train Control by one year	MAY 2015 – SUPPORT Senate Commerce, Science and Transportation Committee

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Omnibus Appropriations Bill For Fiscal Year 2016	An omnibus appropriations bill that keeps all federal programs, agencies, and services funded until September 30, 2016.	Signed into law by President Obama, December 18, 2015
HR 22 (formerly known as the DRIVE Act) Fixing America's Surface Transportation Act (FAST Act)	Fixing America's Surface Transportation Act (FAST Act), the long-term surface transportation authorization bill authorizes approximately \$305 billion for Highway, Transit and Railroad programs over 5 years (\$61 billion per year).	Signed into law by President Obama, December 4, 2015

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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 March 31, 2016, on the Status of Key Legal Actions Related to Federally Funded Projects.

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

Very truly yours,

MARY C. WICKHAM
Interim County Counsel

By

RICHARD P. CHASTANG
Principal Deputy County Counsel
Transportation Division

RPC:kh

Attachments

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

Los Angeles County Metropolitan Transportation Authority
 Status of Key Legal Actions Related to Federally Funded MTA Projects
 Date as of March 31, 2016

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

Transport Technologies v. MTA	2:15-cv-6423-RSWL-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 th Circuit in NEPA appeal will be rescheduled.
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	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

			which negatively impact the Financial District on Flower Street.	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 th Circuit. Petitioner filed a new lawsuit on March 17, 2016, alleging that Metro is not maintaining access to the hotel in violation of the MMRP. Petitioner's application for a TRO was denied; discovery is ongoing.
City of Beverly Hills v. MTA	BS144164		Petitioner alleges that Metro accelerated funding for the subway without CEQA clearance.	Case is currently on hold pending the Federal District Court's ruling regarding the appropriate remedy in NEPA litigation by the City and BHUSD against FTA. All parties are attempting to resolve their disputes through mediation.
Wheelchair-Disability Discrimination Cases				
Oudy Wall v. MTA	BC591538			Motion for Judgment on the Pleadings was denied. FSC set for November 22, 2016, and trial set for December 6, 2016.
Maria Reyes v. MTA	BC582636			On February 16, 2016, the federal court remanded case back to state court after the judge granted MTA's Motion for Judgment on the Pleadings ("MJOP") with regard to federal claims, but denied the MJOP as to plaintiff's state claims.

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

March 31, 2016

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

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

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

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

Wilshire/La Brea (ALAP Parcel A2-362)

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

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

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

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

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

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

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

Metro issued a Request for Interest and Qualifications (“RFIQ”) to the development community with respect to the development of this site and other nearby Metro-owned parcels in North Hollywood (including Parcels C3-825 and C3-826 at the southwest corner of Lankershim and Chandler). Submittals in response to the RFIQ were received on June 2, 2015. From these submittals, Metro created a shortlist of qualified developers.

During September and October 2015, Metro staff engaged 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 Request for Proposals (“RFP”) to the shortlisted developers, which included the development guidelines. The deadline for submittal of development proposals in response to the RFP was extended during the quarter from March 4, 2016 to April 8, 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) – NO CHANGE

This vacant site, situated across Lankershim and Chandler from the Metro Red Line’s North Hollywood Station site and across Chandler from the Metro Orange Line’s North Hollywood Station site, is one of the “other nearby Metro-owned parcels” 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”) with 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 second quarter of 2016.

Southwest corner of 1st/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)

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

At present, the vacant portion of this site is used as parking for workers constructing the project on the southwest corner of 1st/Boyle and as vendor and customer parking for a

farmer's market held twice a week on Bailey Street. Portions of Mariachi Plaza are also used to support the farmer's market.

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

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

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

Metro and Bridge Housing Corporation/East LA Community Corporation ("**Bridge/ELACC**") are now parties to an "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 to explore development of Metro's Soto Station sites in March 2015.

The Interim ENA has allowed Bridge/ELACC to commence community outreach and collect stakeholder and Metro input with respect to the team's original development proposal. The outreach effort has included community meetings, focus groups, and individual meetings with key stakeholders. These efforts (and consultations 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 apartments over 12,000 sq. ft. of ground floor commercial space to 65 apartments over 5,000 sq. ft. of ground floor commercial space; and
- 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, a historic structure (the Peabody/Werden Historic Home) is being relocated to the 0.29-acre site to house community space previously proposed for the Los Lirios project, along with other community uses.

The Metro Board approved execution of a full ENA with the Bridge/ELACC team in March 2016 and final details of the agreement were being negotiated at the end of the quarter. Once executed, the full ENA will allow the parties 18-months to conduct additional outreach, explore project feasibility more completely, advance project design, complete project-related CEQA requirements and negotiate JDA and ground lease terms and conditions.

1st/Lorena (Parcel EG-409)

This 1.27-acre site is mostly vacant, but does house a traction power substation for the Metro Gold Line. Metro and A Community of Friends (“ACOF”) are now parties to an ENA to explore the feasibility of constructing and operating a mixed-use, transit-oriented development on this site. The proposed development will contain 49 apartments (24 of which will provide supportive housing for veterans) and approximately 10,000 square feet of retail space. In March 2016, the City of Los Angeles cleared the project under CEQA and approved its entitlements. In addition, community outreach has been completed and the project has been approved by the Boyle Heights Neighborhood Council and the Metro-established Boyle Heights Design Review Advisory Committee. The term of the ENA will expire in July 2016. Prior to its expiration, Metro staff and ACOF will finalize project design, complete JDA and ground lease negotiations and proceed to the Metro Board with a recommendation to approve the JDA and ground lease’s negotiated terms and conditions.

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 the next quarter.

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 and its urban design consultant team will commence community outreach and design charrettes for this site in April 2016. Metro’s engagement with stakeholders, including local residents, business owners, property owners, community organizations, and public agencies, is expected to continue through summer 2016. The input received during this outreach and engagement process, will inform the content of development guidelines for this site. Staff anticipates seeking Metro Board adoption of these

guidelines in fall 2016, and once adopted, they will be included as part of a development RFP for the site that will be issued as part of a competitive procurement.

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

Updated 4/22/16 v1

Los Angeles County
Metropolitan Transportation Authority
California

OPERATIONS MONTHLY PERFORMANCE REPORT

MARCH 2016



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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	Jan Month	Feb Month	Mar Month
Bus Systemwide									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)	3,827	4,163	4,710	4,680	4,972	●	5,046	4,667	4,770
No. of unaddressed road calls	15	42	40	-	74	-	10	9	9
Mean Miles Between Total Road Calls (MMBTRC) **	2,443	2,962	3,369	3,359	3,767	●	3,887	3,725	3,777
Bus Traffic Accidents Per 100,000 Miles	3.65	3.61	3.83	3.67	4.21	●	4.20	4.10	4.29
Number of "482 alleged accidents"	214	219	230	-	163	-	19	25	15
Complaints per 100,000 Boardings	3.39	3.77	3.78	3.91	4.21	●	4.36	4.76	5.42
New Reported Workers' Compensation Claims per 200,000 Exposure Hours *	16.80	18.34	17.50	16.83	16.31	●	11.94	15.13	17.28
In-Service On-time Performance - Early	4.66%	4.64%	4.00%	2.00%	3.92%	●	4.02%	3.89%	4.43%
In-Service On-time Performance - Late	19.51%	19.21%	20.65%	18.00%	22.37%	●	19.71%	25.48%	22.73%
In-Service On-time Performance - OnTime	75.84%	76.14%	75.35%	80.00%	73.72%	●	76.27%	70.63%	72.84%
Bus Directly Operated									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)	3,827	3,961	4,482	4,529	4,731	●	4,763	4,511	4,511
No. of unaddressed road calls	15	42	40	-	74	-	10	9	9
Mean Miles Between Total Road Calls (MMBTRC) **	2,443	2,863	3,271	3,311	3,676	●	3,767	3,646	3,646
Bus Traffic Accidents Per 100,000 Miles	3.65	3.57	3.77	3.69	4.19	●	4.20	3.99	4.33
Number of "482 alleged accidents"	214	219	230	-	163	-	19	25	15
Complaints per 100,000 Boardings	3.15	3.64	3.63	3.59	4.08	●	4.23	4.58	5.26
New Reported Workers' Compensation Claims	16.80	18.34	17.50	16.83	16.31	●	11.94	15.13	17.28
In-Service On-time Performance - Early	4.69%	5.01%	4.29%	2.00%	4.16%	●	4.29%	4.10%	4.74%
In-Service On-time Performance - Late	19.49%	18.84%	20.68%	18.00%	22.57%	●	20.03%	25.73%	23.11%
In-Service On-time Performance - OnTime	75.82%	76.15%	75.03%	80.00%	73.27%	●	75.68%	70.17%	72.15%
Bus Purchased Transportation									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)	0	11,120	12,302	7,500	12,144	●	17,111	7,826	11,238
No. of unaddressed road calls	-	-	-	-	-	-	-	-	-
Mean Miles Between Total Road Calls (MMBTRC) **	0	5,164	5,267	4,000	5,292	●	6,256	4,992	5,915
Bus Traffic Accidents Per 100,000 Miles	0.00	4.04	4.56	3.48	4.44	●	4.13	5.35	3.86
Number of "482 alleged accidents"	-	-	-	-	-	-	-	-	-
Complaints per 100,000 Boardings	0.00	6.44	6.89	10.00	6.86	●	6.96	8.41	8.66
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%	0.99%	●	0.81%	1.10%	1.22%
	22.06%	23.35%	20.29%	18.00%	19.86%	●	15.83%	22.22%	18.77%
In-Service On-time Performance - OnTime	77.22%	76.13%	79.01%	80.00%	79.15%	●	83.37%	76.67%	80.00%

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- 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	Jan Month	Feb Month	Mar Month
Division 1									
Mean Miles Between Mechanical Failures	3,539	3,649	3,099	3,141	3,342	●	3,165	3,136	3,136
No. of unaddressed road calls	0	0	18	-	15	-	0	0	0
Mean Miles Between Total Road Calls (MMBTRC) **	1,915	2,077	2,058	2,083	2,611	●	2,446	2,542	2,542
Bus Traffic Accidents Per 100,000 Miles	3.71	3.94	4.18	4.02	4.78	●	4.49	5.55	4.76
Number of "482 alleged accidents"	23	25	42	-	28	-	0	5	1
Complaints per 100,000 Boardings	2.37	2.72	2.92	2.90	3.94	●	4.25	4.85	5.40
New Reported Workers' Compensation Claims	16.95	19.57	16.40	15.56	13.61	●	7.75	5.67	14.34
In-Service On-time Performance - Early	4.59%	4.54%	3.88%	2.00%	4.01%	●	3.90%	3.39%	4.46%
In-Service On-time Performance - Late	15.85%	17.69%	21.47%	18.00%	26.12%	●	23.45%	29.68%	26.86%
In-Service On-time Performance - OnTime	79.56%	77.77%	74.65%	80.00%	69.87%	●	72.65%	66.93%	68.68%
Division 2									
Mean Miles Between Mechanical Failures	2,993	3,151	3,461	3,469	4,804	●	6,547	4,572	4,572
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	3,270	●	3,556	3,075	3,075
Bus Traffic Accidents Per 100,000 Miles	4.31	4.25	4.24	4.10	4.32	●	4.28	2.85	3.99
Number of "482 alleged accidents"	16	24	25	-	10	-	0	2	0
Complaints per 100,000 Boardings	2.04	2.40	2.20	2.14	2.52	●	2.37	3.22	3.33
New Reported Workers' Compensation Claims	20.29	21.72	20.68	19.90	24.90	●	8.43	27.71	37.62
In-Service On-time Performance - Early	5.24%	4.71%	4.96%	2.00%	4.84%	●	4.49%	4.24%	4.68%
In-Service On-time Performance - Late	20.74%	19.17%	20.79%	18.00%	23.09%	●	20.97%	28.16%	23.59%
In-Service On-time Performance - OnTime	74.02%	76.12%	74.26%	80.00%	72.07%	●	74.54%	67.60%	71.73%
Division 3									
Mean Miles Between Mechanical Failures	3,446	4,614	5,599	5,664	5,323	●	4,840	5,417	5,417
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	4,536	●	4,281	4,794	4,794
Bus Traffic Accidents Per 100,000 Miles	3.86	4.47	4.67	4.57	5.12	●	4.31	5.91	5.91
Number of "482 alleged accidents"	28	7	2	-	4	-	0	1	1
Complaints per 100,000 Boardings	3.22	3.70	3.81	3.75	4.21	●	4.16	4.29	5.09
New Reported Workers' Compensation Claims	13.24	15.09	14.16	12.21	18.46	●	13.96	27.62	21.56
In-Service On-time Performance - Early	5.18%	6.18%	5.64%	2.00%	5.01%	●	4.94%	4.78%	5.93%
In-Service On-time Performance - Late	18.72%	18.69%	19.95%	18.00%	22.13%	●	19.62%	24.99%	22.44%
In-Service On-time Performance - OnTime	76.10%	75.12%	74.41%	80.00%	72.86%	●	75.44%	70.23%	71.63%
Division 5									
Mean Miles Between Mechanical Failures	3,428	3,954	5,383	5,428	6,042	●	5,771	6,521	6,521
No. of unaddressed road calls	0	3	3	-	2	-	0	1	1
Mean Miles Between Total Road Calls (MMBTRC) **	2,211	2,731	3,838	3,878	4,694	●	4,541	5,697	5,697
Bus Traffic Accidents Per 100,000 Miles	4.49	4.81	4.88	4.74	4.93	●	6.86	4.99	4.43
Number of "482 alleged accidents"	36	37	37	-	29	-	3	6	3
Complaints per 100,000 Boardings	2.41	2.92	2.84	2.82	3.60	●	2.96	4.74	4.63
New Reported Workers' Compensation Claims	21.74	17.88	17.28	16.13	19.16	●	13.55	29.82	15.12
In-Service On-time Performance - Early	5.78%	6.05%	5.05%	2.00%	4.92%	●	5.04%	4.47%	6.41%
In-Service On-time Performance - Late	18.33%	19.11%	20.62%	18.00%	22.31%	●	19.98%	27.12%	20.71%
In-Service On-time Performance - OnTime	75.89%	74.84%	74.32%	80.00%	72.77%	●	74.98%	68.41%	72.89%
Division 6									
Mean Miles Between Mechanical Failures	11,013	7,017	10,370	10,689	11,087	●	0	0	0
No. of unaddressed road calls	0	0	0	-	0	-	0	0	0
Mean Miles Between Total Road Calls (MMBTRC) **	3,726	2,861	4,093	4,179	4,891	●	0	0	0
Bus Traffic Accidents Per 100,000 Miles	7.08	4.75	5.14	5.12	5.01	●	0.00	0.00	0.00
Number of "482 alleged accidents"	0	1	3	-	3	-	0	0	0
Complaints per 100,000 Boardings	2.34	4.29	5.34	5.05	5.66	●	0.00	0.00	0.00
New Reported Workers' Compensation Claims	11.46	35.33	20.22	20.15	22.38	●	0.00	0.00	0.00
In-Service On-time Performance - Early	4.43%	7.83%	4.56%	2.00%	4.89%	●	0.00%	0.00%	0.00%
In-Service On-time Performance - Late	20.31%	16.73%	23.34%	18.00%	26.84%	●	0.00%	0.00%	0.00%
In-Service On-time Performance - OnTime	75.26%	75.44%	72.10%	80.00%	68.27%	●	0.00%	0.00%	0.00%

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Measurement	FY 2013	FY 2014	FY 2015	FY 2016 Target	FY 2016 YTD	FYTD Status	Jan Month	Feb Month	Mar Month
Division 7									
Mean Miles Between Mechanical Failures	3,394	3,453	5,913	6,027	4,955	●	4,599	5,241	5,241
No. of unaddressed road calls	0	2	2	-	0	-	0	0	0
Mean Miles Between Total Road Calls (MMBTRC)	1,980	2,423	4,216	4,316	3,878	●	4,169	4,270	4,270
Bus Traffic Accidents Per 100,000 Miles	4.06	4.60	4.59	4.50	4.58	●	4.49	2.46	3.76
Number of "482 alleged accidents"	27	12	12	-	16	-	3	1	2
Complaints per 100,000 Boardings	3.13	3.32	3.28	3.23	3.70	●	4.25	3.49	5.13
New Reported Workers' Compensation Claims	12.82	13.74	11.36	11.00	11.41	●	10.71	9.35	11.84
In-Service On-time Performance - Early	4.95%	5.32%	4.28%	2.00%	4.14%	●	4.52%	4.37%	4.80%
In-Service On-time Performance - Late	23.09%	22.71%	24.09%	18.00%	25.35%	●	22.15%	28.41%	25.03%
In-Service On-time Performance - OnTime	71.96%	71.98%	71.64%	80.00%	70.50%	●	73.33%	67.22%	70.18%
Division 8									
Mean Miles Between Mechanical Failures	5,957	5,292	5,623	5,766	5,371	●	4,982	5,034	5,034
No. of unaddressed road calls	2	21	0	-	24	-	6	6	6
Mean Miles Between Total Road Calls (MMBTRC)	4,348	4,717	4,979	5,051	4,791	●	4,740	4,887	4,887
Bus Traffic Accidents Per 100,000 Miles	2.14	1.86	2.01	2.05	2.33	●	2.49	2.84	1.94
Number of "482 alleged accidents"	9	10	8	-	15	-	3	3	1
Complaints per 100,000 Boardings	3.77	4.30	3.42	3.35	4.42	●	4.07	5.45	5.51
New Reported Workers' Compensation Claims	14.80	18.34	17.88	17.88	17.67	●	19.58	6.03	12.40
In-Service On-time Performance - Early	3.95%	3.97%	3.21%	2.00%	2.99%	●	3.01%	3.71%	3.59%
In-Service On-time Performance - Late	16.23%	12.38%	12.05%	18.00%	13.23%	●	11.83%	13.27%	16.04%
In-Service On-time Performance - OnTime	79.82%	83.65%	84.74%	80.00%	83.78%	●	85.17%	83.01%	80.36%
Division 9									
Mean Miles Between Mechanical Failures	5,109	4,366	5,141	5,091	5,862	●	6,456	4,272	4,272
No. of unaddressed road calls	2	4	0	-	18	-	4	1	1
Mean Miles Between Total Road Calls (MMBTRC)	4,100	4,100	4,104	4,115	4,160	●	3,821	3,326	3,326
Bus Traffic Accidents Per 100,000 Miles	2.30	2.23	2.23	2.17	2.55	●	2.46	2.47	2.58
Number of "482 alleged accidents"	17	25	12	-	3	-	1	0	0
Complaints per 100,000 Boardings	5.08	5.33	5.88	5.86	6.54	●	8.44	7.22	7.72
New Reported Workers' Compensation Claims	18.34	25.80	24.72	23.94	18.50	●	10.84	11.77	12.13
In-Service On-time Performance - Early	4.35%	5.65%	5.01%	2.00%	4.06%	●	4.57%	4.04%	3.71%
In-Service On-time Performance - Late	19.61%	18.80%	19.98%	18.00%	20.55%	●	18.25%	23.73%	20.27%
In-Service On-time Performance - OnTime	76.04%	75.55%	75.00%	80.00%	75.39%	●	77.18%	72.23%	76.02%
Division 10									
Mean Miles Between Mechanical Failures	2,999	2,931	2,961	2,995	3,524	●	3,624	3,624	3,624
No. of unaddressed road calls	0	5	2	-	4	-	0	1	1
Mean Miles Between Total Road Calls (MMBTRC)	1,947	2,145	2,343	2,373	2,667	●	3,111	2,713	2,713
Bus Traffic Accidents Per 100,000 Miles	4.82	3.92	4.61	4.57	5.29	●	5.16	5.07	5.24
Number of "482 alleged accidents"	10	20	29	-	16	-	2	1	2
Complaints per 100,000 Boardings	2.59	2.93	2.95	2.89	3.14	●	3.64	3.88	4.72
New Reported Workers' Compensation Claims	18.73	16.74	24.23	24.12	17.03	●	20.61	18.50	16.27
In-Service On-time Performance - Early	4.54%	5.00%	4.12%	2.00%	4.48%	●	4.55%	5.34%	6.72%
In-Service On-time Performance - Late	23.70%	23.13%	24.39%	18.00%	25.58%	●	22.89%	30.84%	25.93%
In-Service On-time Performance - OnTime	71.76%	71.87%	71.49%	80.00%	69.94%	●	72.56%	63.82%	67.35%
Division 13									
Mean Miles Between Mechanical Failures	N/A	N/A	N/A	N/A	6,449	N/A	N/A	6,449	6,449
No. of unaddressed road calls	N/A	N/A	N/A	-	0	-	N/A	0	0
Mean Miles Between Total Road Calls (MMBTRC)	N/A	N/A	N/A	N/A	2,994	N/A	N/A	2,994	2,994
Bus Traffic Accidents Per 100,000 Miles	N/A	N/A	N/A	N/A	8.95	N/A	N/A	8.35	9.54
Number of "482 alleged accidents"	0	0	0	-	0	-	0	0	0
Complaints per 100,000 Boardings	N/A	N/A	N/A	N/A	4.26	N/A	N/A	4.23	4.04
New Reported Workers' Compensation Claims	N/A	N/A	N/A	N/A	7.62	N/A	N/A	15.05	0.00
In-Service On-time Performance - Early	N/A	N/A	N/A	N/A	5.09%	N/A	N/A	5.08%	5.10%
In-Service On-time Performance - Late	N/A	N/A	N/A	N/A	24.53%	N/A	N/A	27.00%	21.72%
In-Service On-time Performance - OnTime	N/A	N/A	N/A	N/A	70.38%	N/A	N/A	67.92%	73.17%

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Measurement	FY 2013	FY 2014	FY 2015	FY 2016 Target	FY 2016 YTD	FYTD Status	Jan Month	Feb Month	Mar Month
Division 15									
Mean Miles Between Mechanical Failures	4,285	4,210	4,133	4,235	4,190	●	4,284	3,853	3,853
No. of unaddressed road calls	0	0	9	-	8	-	0	0	0
Mean Miles Between Total Road Calls (MMBTRC)	2,984	3,552	3,485	3,544	3,844	●	3,919	3,764	3,764
Bus Traffic Accidents Per 100,000 Miles	3.25	3.19	3.12	3.04	3.99	●	3.99	3.32	5.04
Number of "482 alleged accidents"	18	23	19	-	12	-	2	2	2
Complaints per 100,000 Boardings	3.26	4.27	4.47	4.46	4.78	●	4.36	4.97	6.00
New Reported Workers' Compensation Claims	12.97	13.26	13.50	12.90	13.35	●	10.79	11.68	24.07
In-Service On-time Performance - Early	3.68%	4.19%	3.71%	2.00%	3.84%	●	4.07%	3.69%	3.76%
In-Service On-time Performance - Late	18.86%	17.71%	18.74%	18.00%	21.49%	●	18.86%	23.85%	22.55%
In-Service On-time Performance - OnTime	77.46%	78.10%	77.55%	80.00%	74.67%	●	77.07%	72.47%	73.70%
Division 18									
Mean Miles Between Mechanical Failures	3,712	4,425	5,168	5,185	5,050	●	5,643	5,627	5,627
No. of unaddressed road calls*	1	3	1	-	1	-	0	0	0
Mean Miles Between Total Road Calls (MMBTRC)	2,024	2,558	3,176	3,206	3,550	●	4,340	3,924	3,924
Bus Traffic Accidents Per 100,000 Miles	4.04	3.43	4.12	4.03	4.85	●	4.68	5.10	5.75
Number of "482 alleged accidents"	30	35	41	-	27	-	5	4	3
Complaints per 100,000 Boardings	3.79	4.45	4.31	4.27	4.12	●	4.07	4.16	5.37
New Reported Workers' Compensation*	19.28	19.15	15.30	14.90	11.89	●	4.14	6.87	13.86
In-Service On-time Performance - Early	4.82%	4.99%	4.00%	2.00%	3.85%	●	4.20%	3.47%	4.38%
In-Service On-time Performance - Late	20.97%	20.14%	24.37%	18.00%	25.49%	●	22.02%	28.59%	25.58%
In-Service On-time Performance - OnTime	74.21%	74.87%	71.63%	80.00%	70.66%	●	73.79%	67.94%	70.04%
Division 95									
Mean Miles Between Mechanical Failures	0	14,936	18,327	7,500	45,935	●	89,213	35,193	94,362
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	22,049	●	59,475	21,996	17,157
Bus Traffic Accidents Per 100,000 Miles	0.00	3.16	4.94	3.48	3.14	●	2.24	5.11	1.59
Number of "482 alleged accidents"	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Complaints per 100,000 Boardings	0.00	7.17	7.59	10.00	6.15	●	3.88	5.84	6.82
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%	●	0.61%	0.61%	0.54%
In-Service On-time Performance - Late	22.63%	23.04%	19.90%	18.00%	20.08%	●	15.87%	22.15%	18.60%
In-Service On-time Performance - OnTime	76.89%	76.48%	79.83%	80.00%	79.33%	●	83.51%	77.24%	80.85%
Division 97									
Mean Miles Between Mechanical Failures	0	8,082	8,154	7,500	6,703	●	8,405	4,206	5,346
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	4,183	●	5,186	2,975	4,440
Bus Traffic Accidents Per 100,000 Miles	0.00	5.25	4.38	3.48	4.71	●	5.74	5.33	2.67
Number of "482 alleged accidents"	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Complaints per 100,000 Boardings	0.00	7.04	8.18	10.00	8.05	●	10.02	10.33	8.54
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%	0.75%	●	0.60%	0.79%	0.82%
In-Service On-time Performance - Late	22.83%	26.27%	23.32%	18.00%	20.31%	●	15.81%	21.38%	18.52%
In-Service On-time Performance - OnTime	76.37%	73.35%	75.85%	80.00%	78.94%	●	83.59%	77.83%	80.66%
Division 98									
Mean Miles Between Mechanical Failures	0	14,548	22,149	7,500	20,969	●	53,207	14,473	24,844
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	3,715	●	3,712	6,123	5,082
Bus Traffic Accidents Per 100,000 Miles	0.00	3.38	4.41	3.48	5.42	●	3.76	5.65	7.16
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	5.73	●	5.26	8.06	10.53
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%	1.60%	●	1.24%	1.93%	2.34%
In-Service On-time Performance - Late	20.05%	19.12%	16.62%	18.00%	19.15%	●	15.80%	23.46%	19.26%
In-Service On-time Performance - OnTime	79.02%	80.09%	82.47%	80.00%	79.25%	●	82.96%	74.61%	78.40%

*Data not available for Purchased Transportation

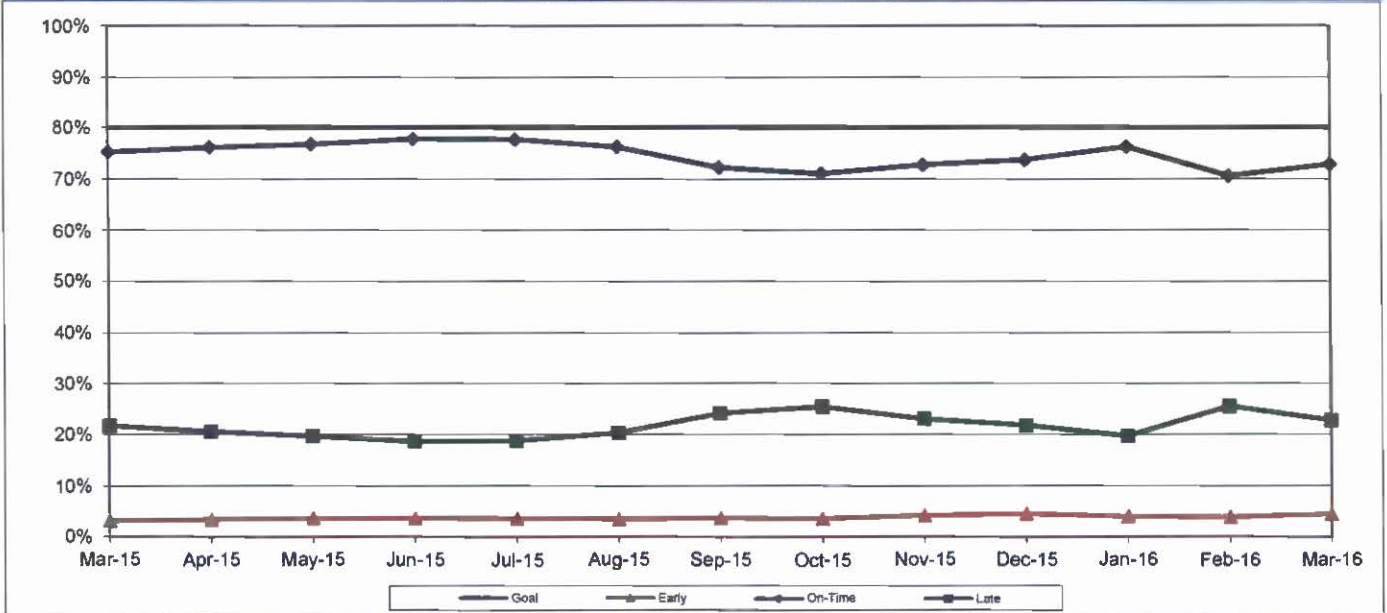
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BUS SERVICE PERFORMANCE IN-SERVICE ON-TIME PERFORMANCE

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).

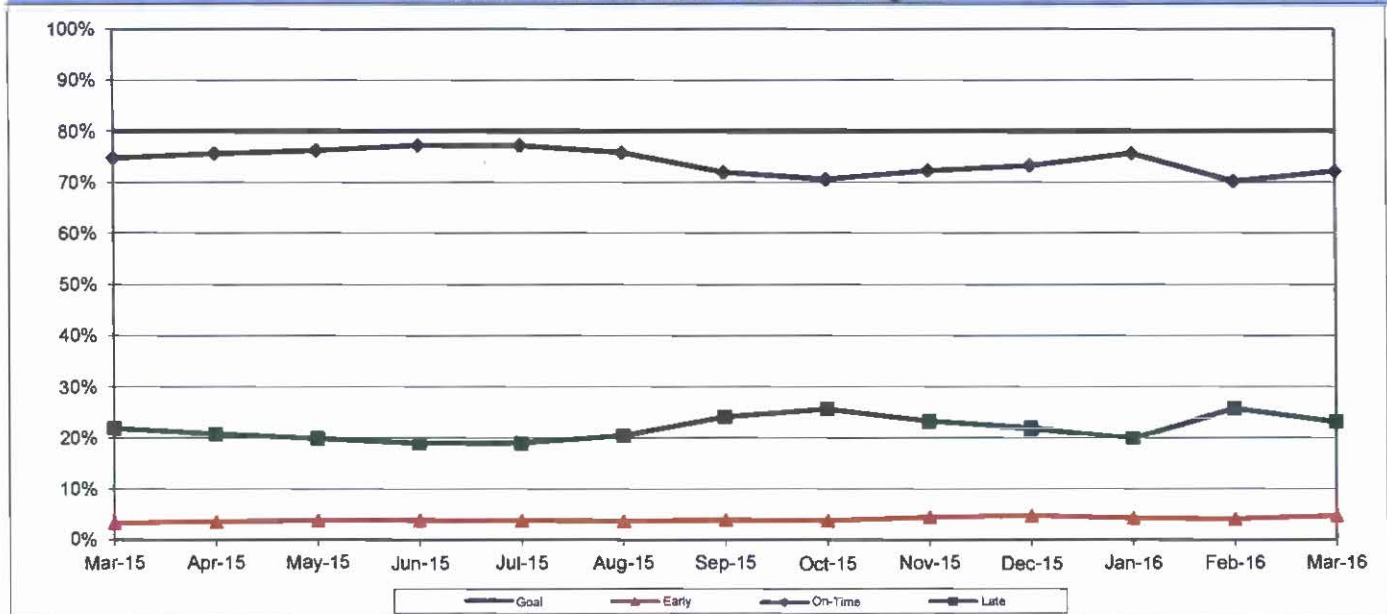
Calculation: ISOTP%: Early = Early Cases/Total Cases; OnTime = OnTime Cases/Total Cases; Late = Late Cases/Total Cases

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



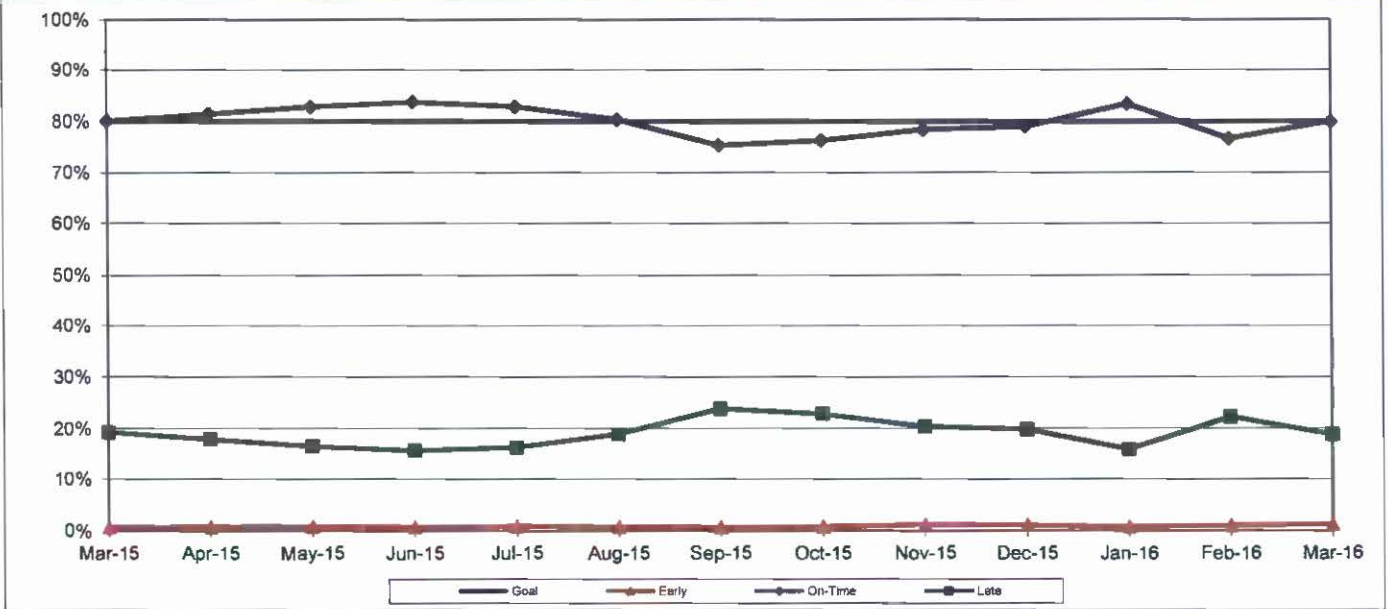
Remaining Above the Goal line is the target.

Directly Operated ISOTP - 1 Minute Tolerance for Running Hot

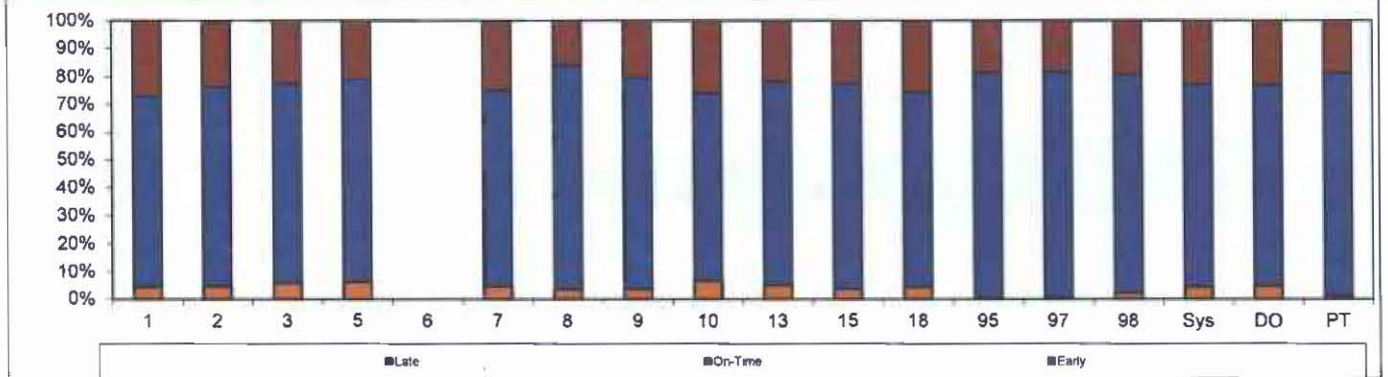


Remaining Above the Goal line is the target.

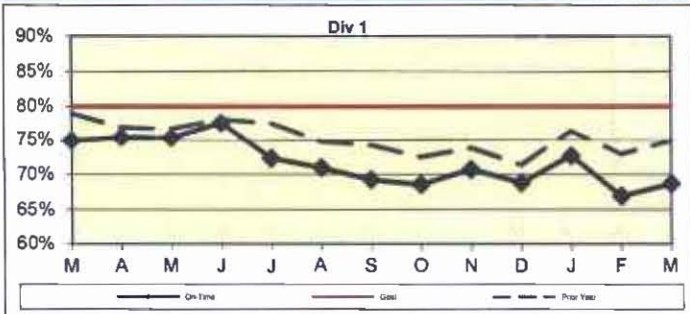
Purchased Transportation
ISOTP - 1 Minute Tolerance for Running Hot



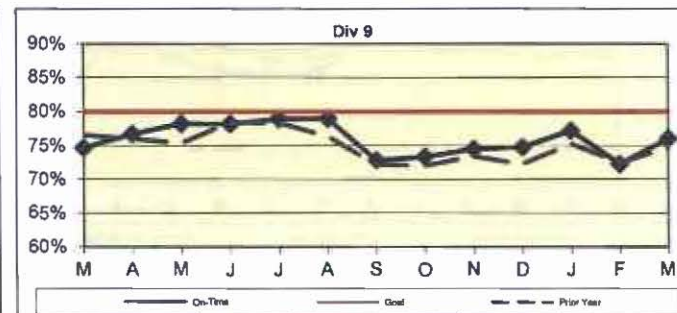
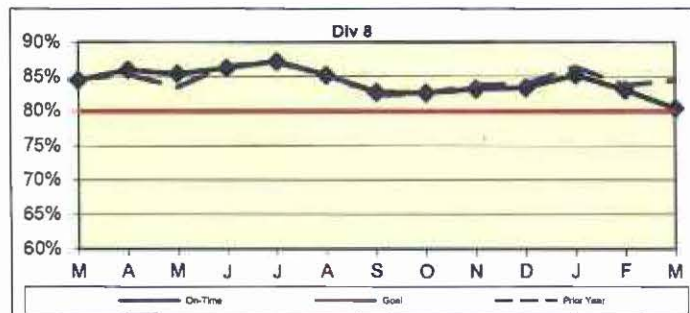
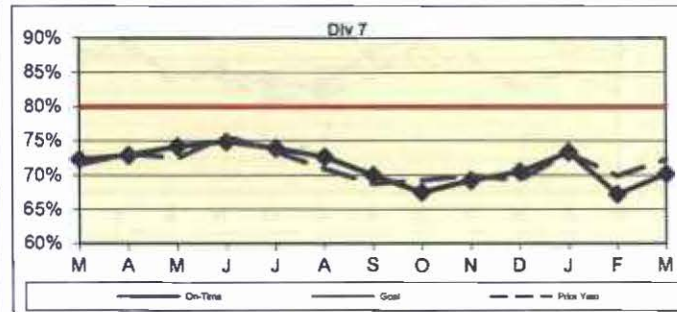
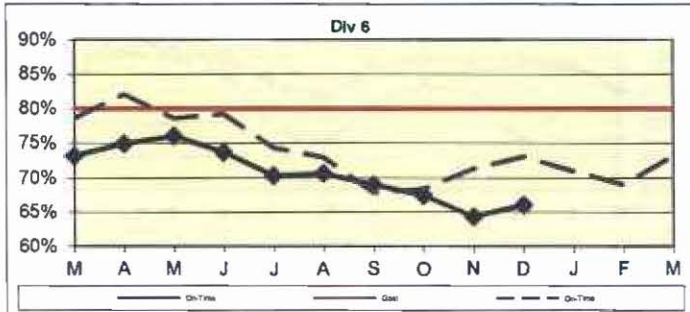
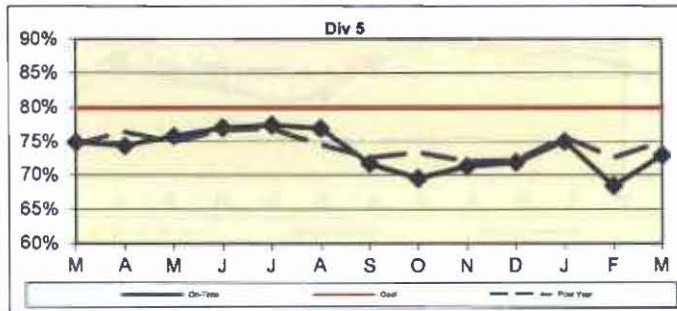
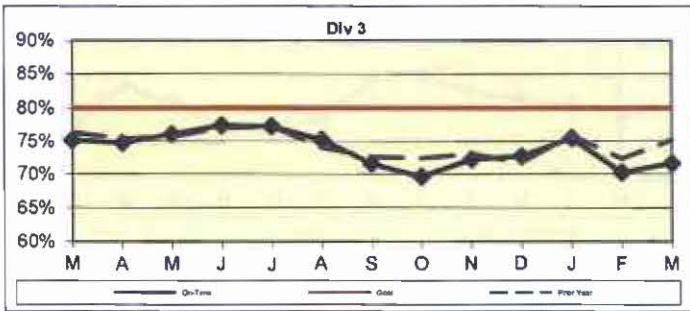
Bus Operating Divisions - Mar 2016

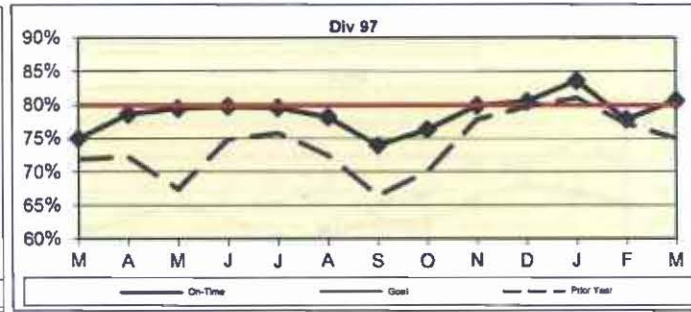
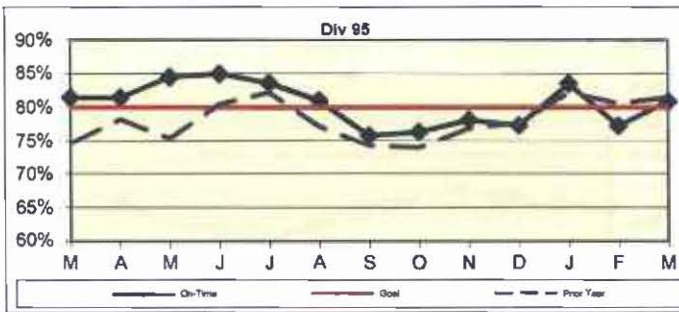
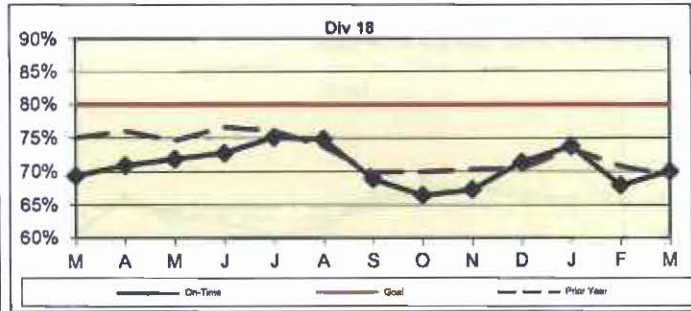
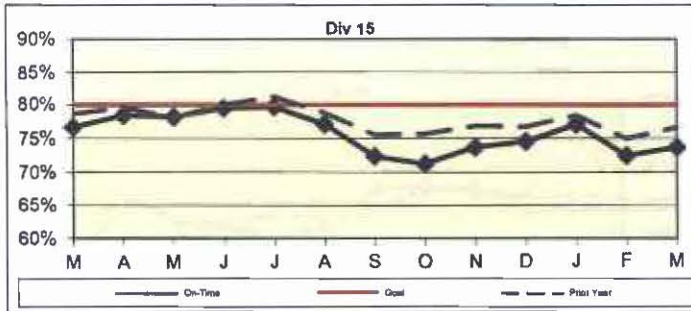
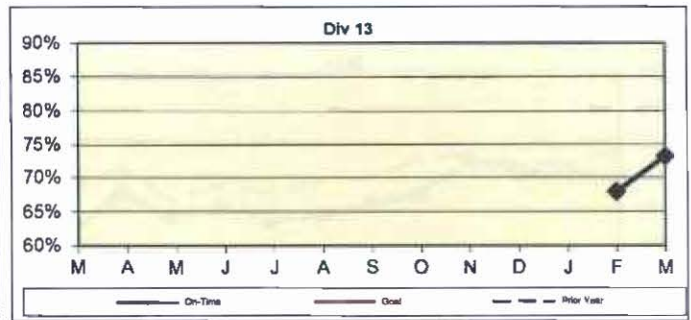
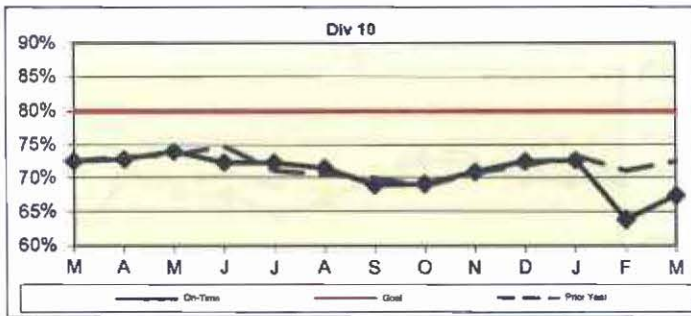


ISOTP By Division



Remaining Above the Goal line is the target.





ISOTP By Division

Year-to-Date Compared To Last Year

	FY 2015	FY 2016 YTD	Variance
Division 1			
Early	3.88%	4.01%	0.13%
On-Time	74.65%	69.87%	-4.79%
Late	21.47%	26.12%	4.66%

Division 2			
Early	4.96%	4.84%	-0.11%
On-Time	74.26%	72.07%	-2.19%
Late	20.79%	23.09%	2.30%

Division 3			
Early	5.64%	5.01%	-0.63%
On-Time	74.41%	72.86%	-1.55%
Late	19.95%	22.13%	2.18%

Division 5			
Early	5.05%	4.92%	-0.13%
On-Time	74.32%	72.77%	-1.55%
Late	20.62%	22.31%	1.68%

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

Division 7			
Early	4.28%	4.14%	-0.14%
On-Time	71.64%	70.50%	-1.13%
Late	24.09%	25.35%	1.27%

Division 8			
Early	3.21%	2.99%	-0.22%
On-Time	84.74%	83.78%	-0.96%
Late	12.05%	13.23%	1.18%

Division 9			
Early	5.01%	4.06%	-0.96%
On-Time	75.00%	75.39%	0.39%
Late	19.98%	20.55%	0.57%

Division 10			
Early	4.12%	4.48%	0.36%
On-Time	71.49%	69.94%	-1.55%
Late	24.39%	25.58%	1.19%

	FY 2015	FY 2016 YTD	Variance
Division 13			
Early	N/A	5.09%	N/A
On-Time	N/A	70.38%	N/A
Late	N/A	24.53%	N/A

Division 15			
Early	3.71%	3.84%	0.13%
On-Time	77.55%	74.67%	-2.87%
Late	18.74%	21.49%	2.74%

Division 18			
Early	4.00%	3.85%	-0.15%
On-Time	71.63%	70.66%	-0.97%
Late	24.37%	25.49%	1.12%

Division 95			
Early	0.27%	0.59%	0.32%
On-Time	79.83%	79.33%	-0.50%
Late	19.90%	20.08%	0.18%

Division 97			
Early	0.82%	0.75%	-0.07%
On-Time	75.85%	78.94%	3.08%
Late	23.32%	20.31%	-3.02%

Division 98			
Early	0.91%	1.60%	0.69%
On-Time	82.47%	79.25%	-3.22%
Late	16.62%	19.15%	2.53%

SYSTEMWIDE			
Early	4.00%	3.92%	-0.09%
On-Time	75.35%	73.72%	-1.63%
Late	20.65%	22.37%	1.71%

DIRECTLY OPERATED			
Early	4.29%	4.16%	-0.13%
On-Time	75.03%	73.27%	-1.76%
Late	20.68%	22.57%	1.89%

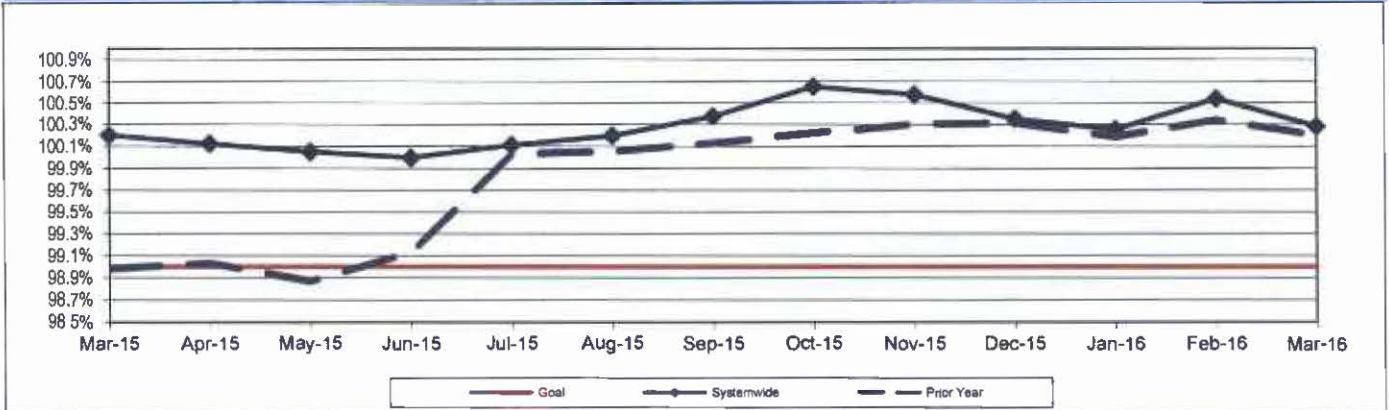
PURCHASED TRANSPORTATION			
Early	0.70%	0.99%	0.29%
On-Time	79.01%	79.15%	0.14%
Late	20.29%	19.86%	-0.43%

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.

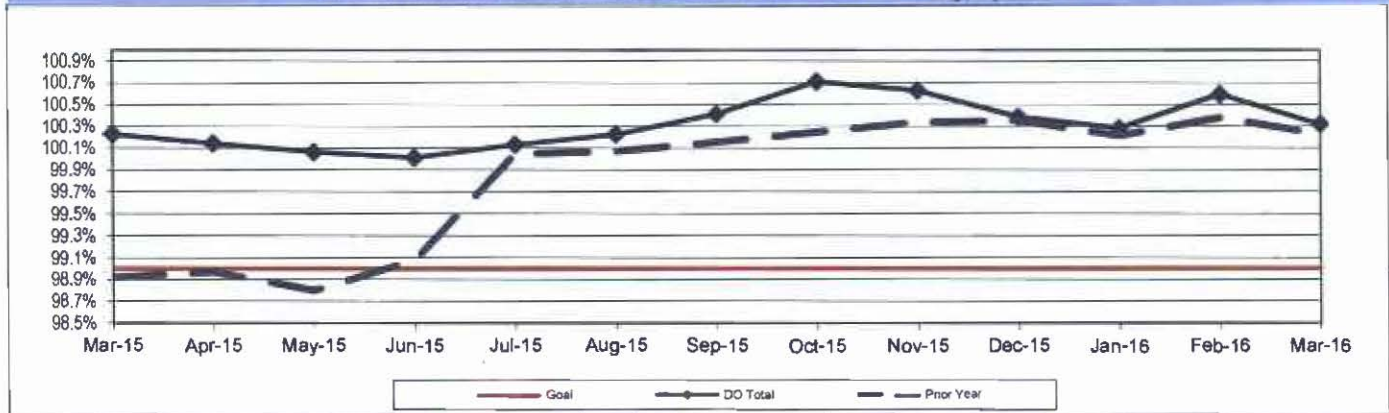
Calculation: $SRHD\% = \text{Actual Revenue Hours} / \text{Scheduled Revenue Hours}$

Actual To Scheduled Revenue Hours Delivered - Systemwide Trend



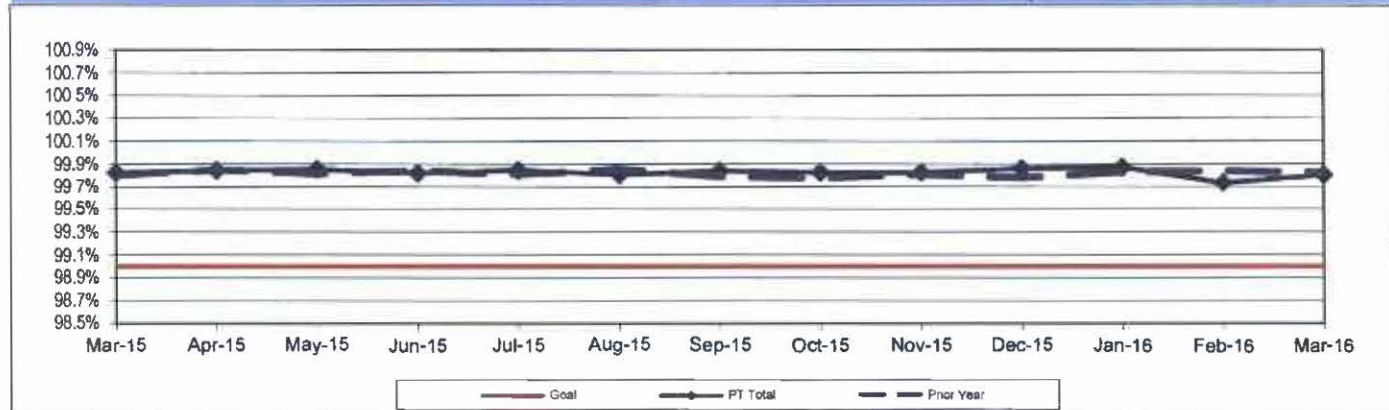
Remaining At the Goal line is the target.

Actual To Scheduled Revenue Hours Delivered - Directly Operated



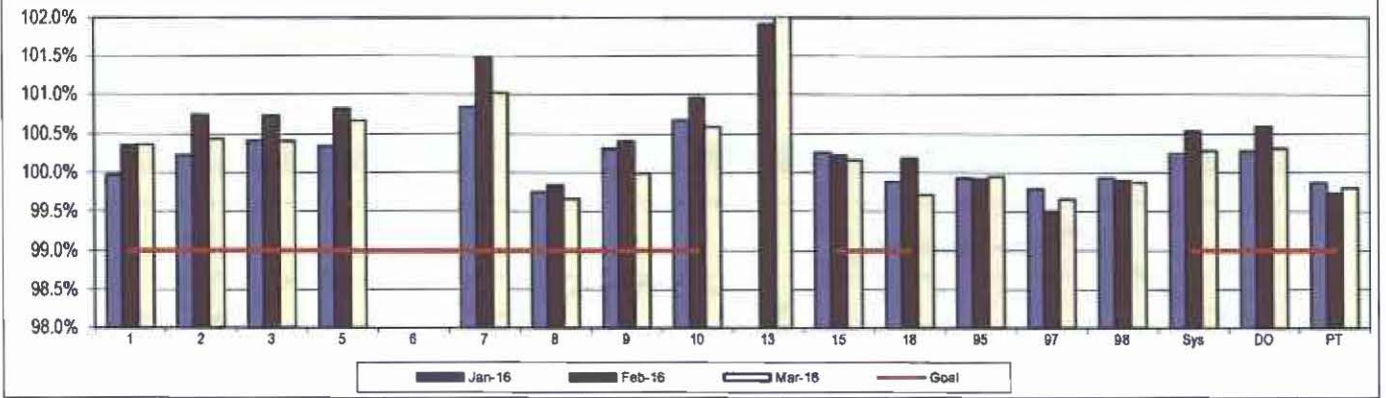
Remaining At the Goal line is the target.

Actual To Scheduled Revenue Hours Delivered - Purchased Transportation



Remaining At the Goal line is the target.

**Actual To Scheduled Revenue Hours Delivered - by Divisions
Jan 2016 - Mar 2016**



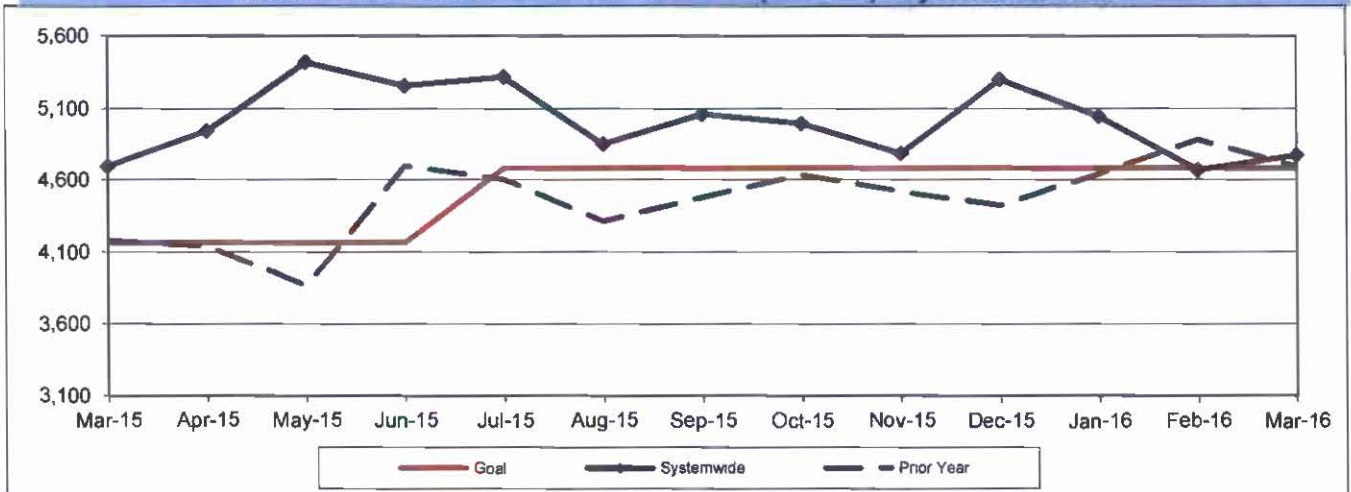
BUS MAINTENANCE PERFORMANCE

MEAN MILES BETWEEN MECHANICAL FAILURES (MMBMF)

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

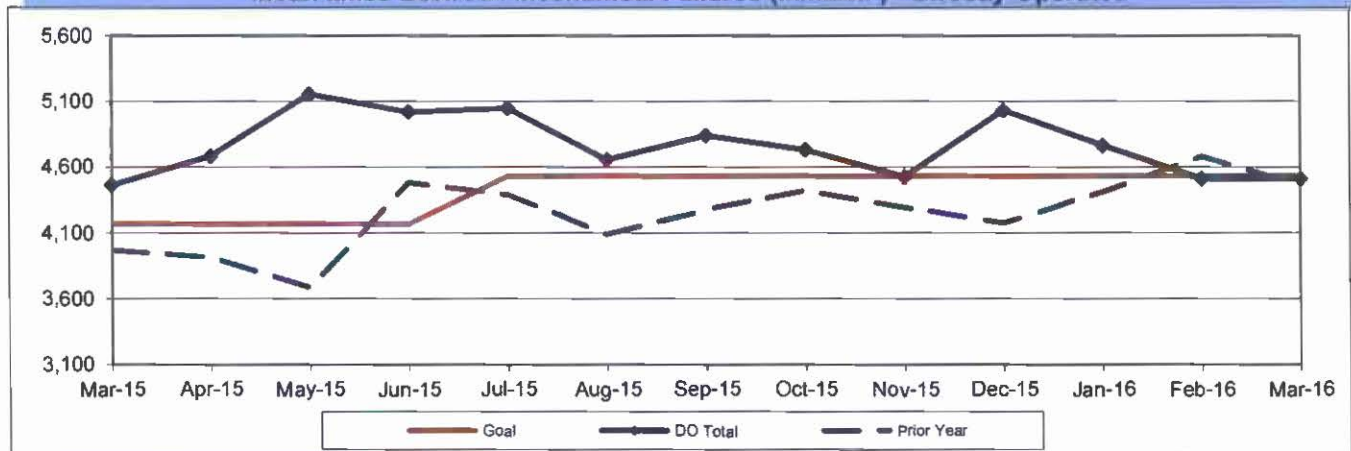
Calculation: $MMBMF = \text{Total Hub Miles} / \text{Mechanical Failures Requiring a Bus Exchange}$

Mean Miles Between Mechanical Failures (MMBMF) - Systemwide Trend



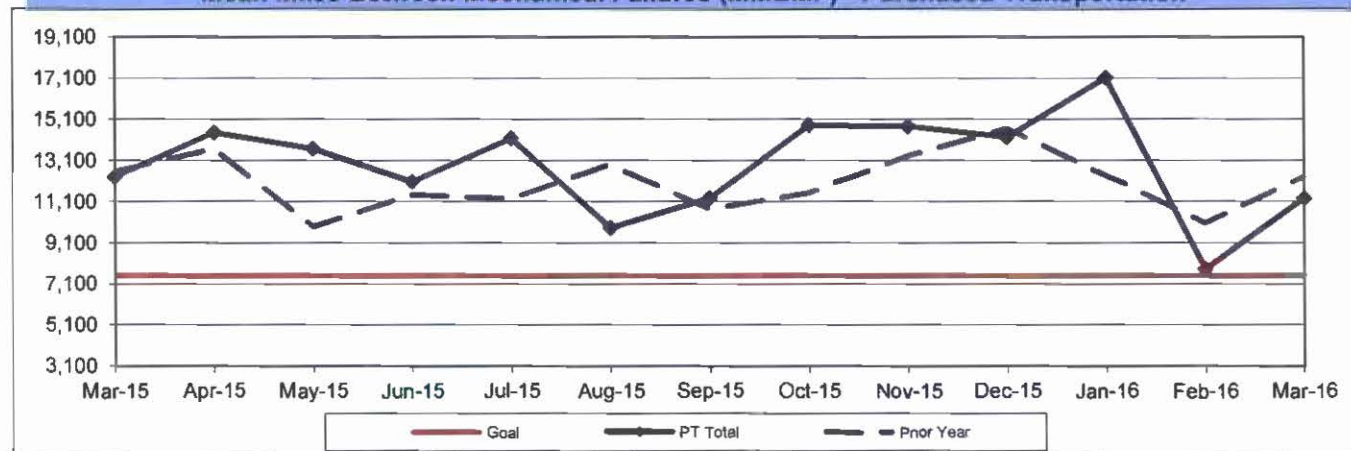
Remaining Above the Goal line is the target.

Mean Miles Between Mechanical Failures (MMBMF) - Directly Operated



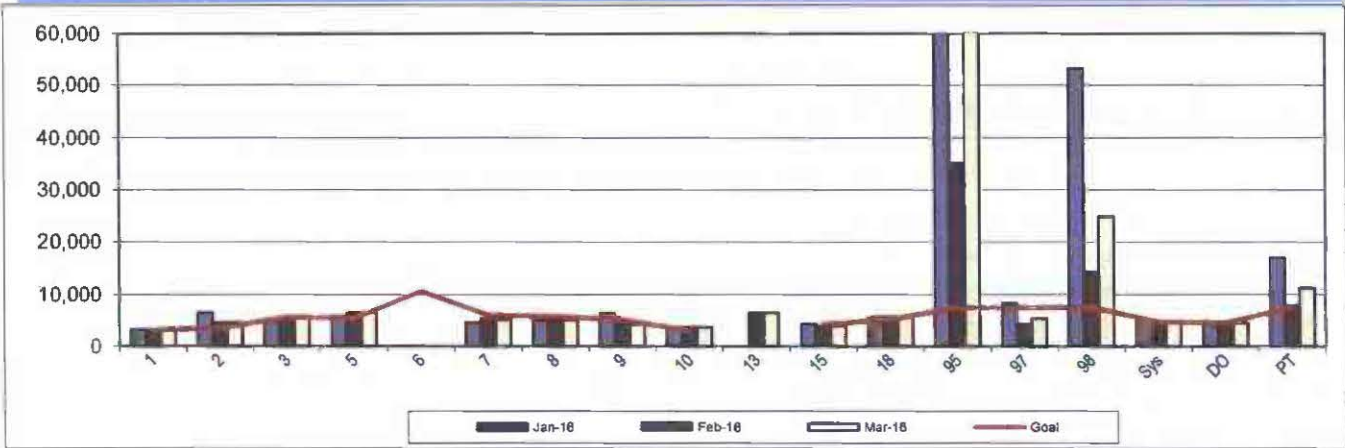
Remaining Above the Goal line is the target.

Mean Miles Between Mechanical Failures (MMBMF) - Purchased Transportation

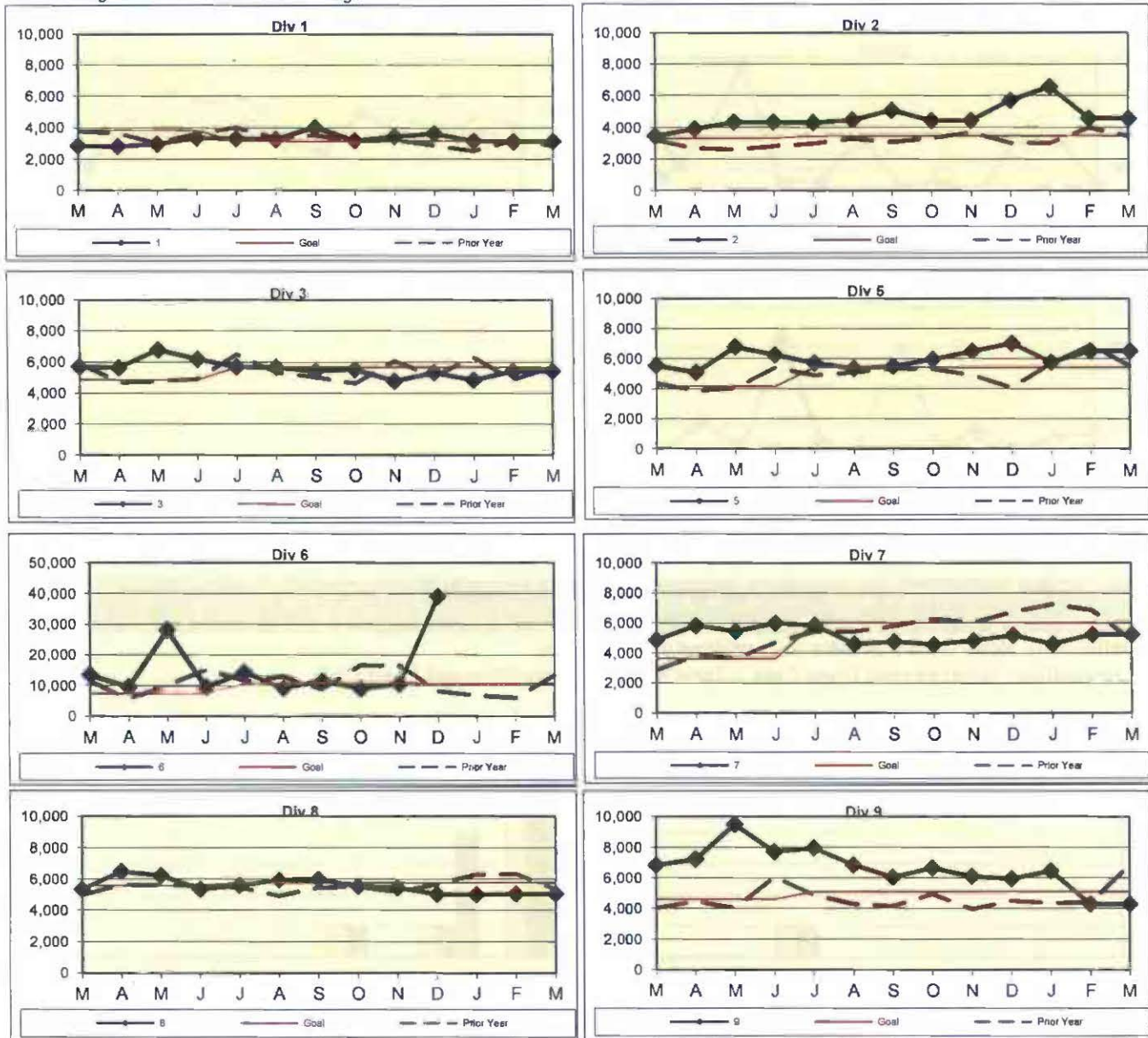


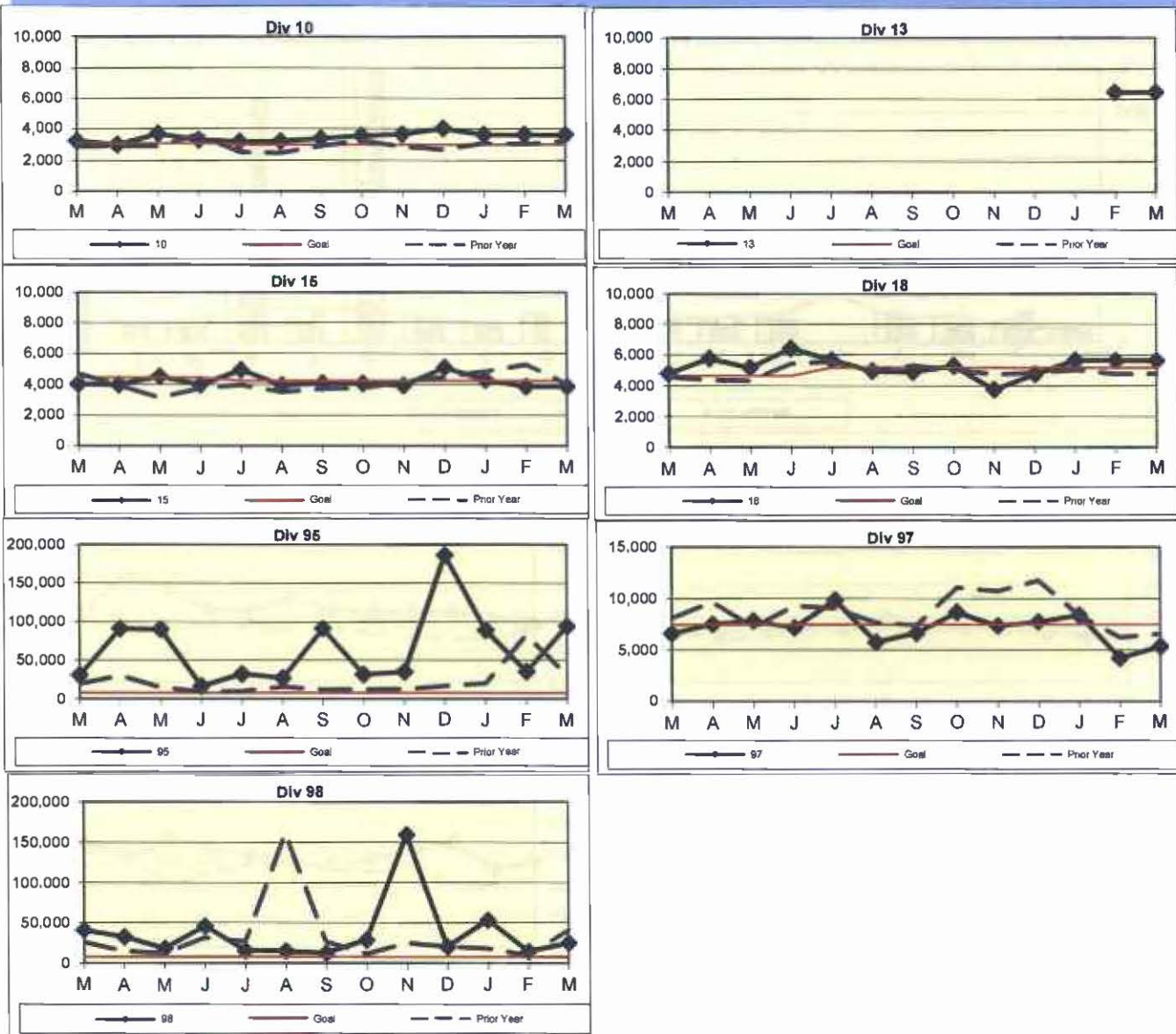
Remaining Above the Goal line is the target.

**Mean Miles Between Mechanical Failures (MMBMF) - Bus Operating Divisions
Jan 2016 - Mar 2016**



Remaining Above the Goal line is the target.

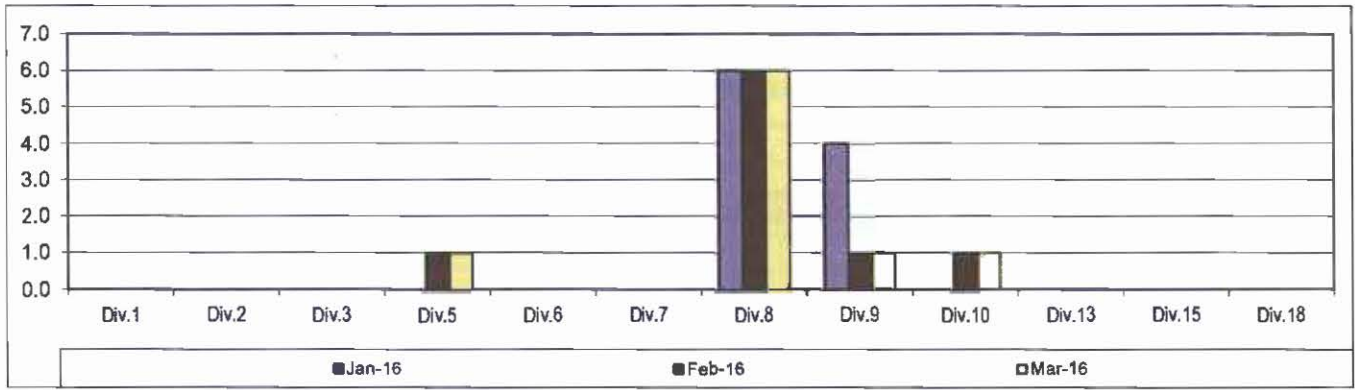




**Unaddressed Road Calls -- Bus Operating Divisions
Jan 2016 - Mar 2016**

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

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

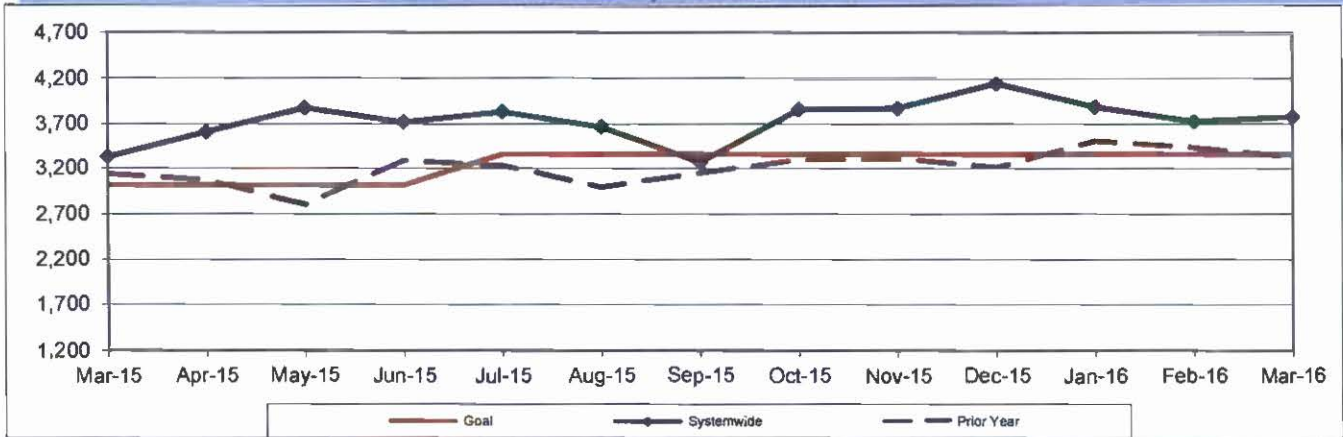


MEAN MILES BETWEEN TOTAL ROAD CALLS (MMBTRC)

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

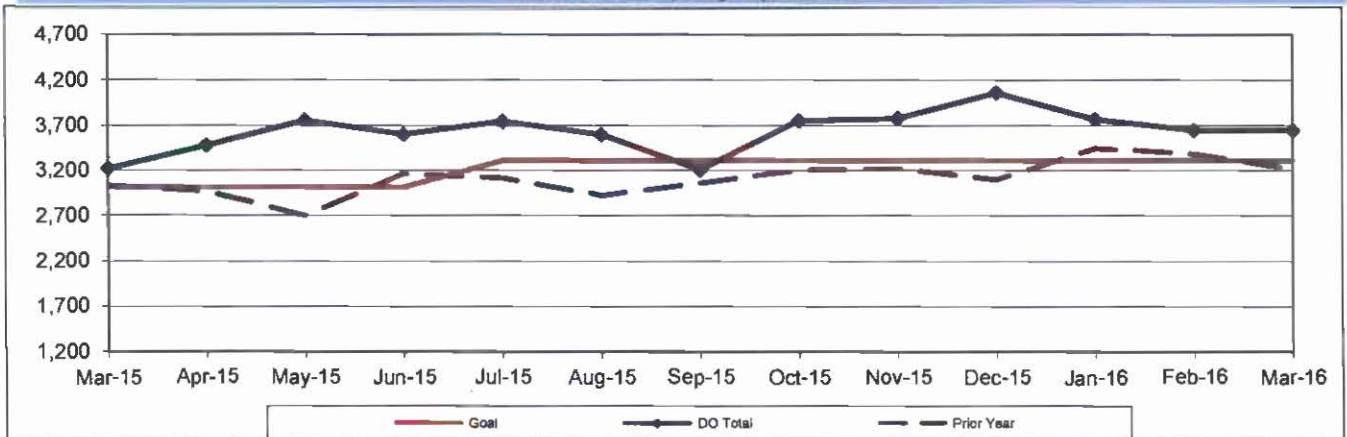
Calculation: $MMBTRC = \text{Total Hub Miles} / \text{Total Road Calls}$

MMBTRC Systemwide Trend



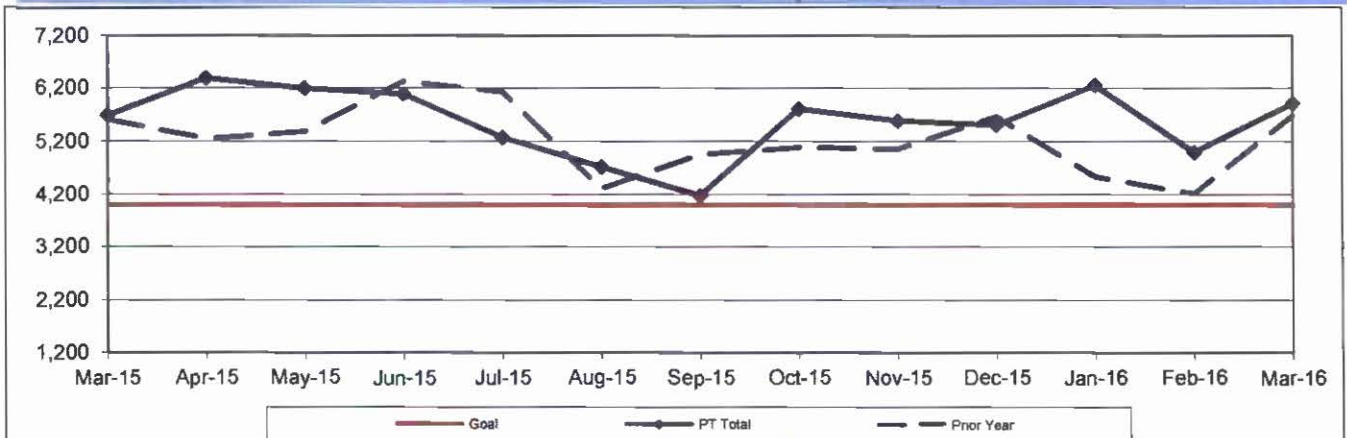
Remaining Above the Goal line is the target.

MMBTRC Directly Operated



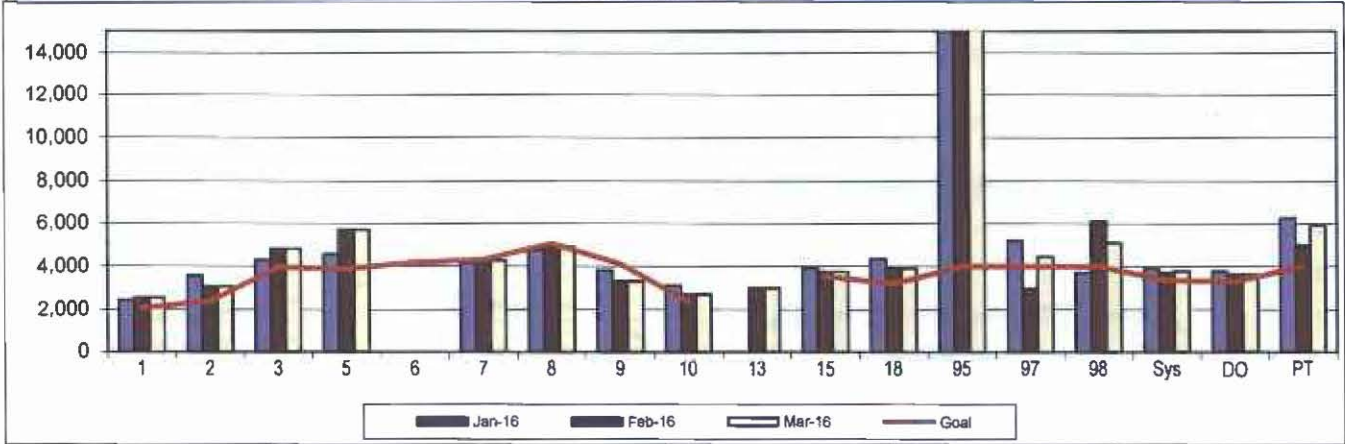
Remaining Above the Goal line is the target.

MMBTRC Purchased Transportation



Remaining Above the Goal line is the target.

**MMBTRC – Bus Operating Divisions
Jan 2016 - Mar 2016**



Fleet Mix by Fuel Type Systemwide (Including Contract Services)

	<u>Number of Buses</u>	<u>Percent of Buses</u>
CNG	2,229	99.78%
Electric	5	0.22%
Diesel	0	0.00%
Gasoline	0	0.00%
Propane	0	0.00%
Hybrid	0	0.00%
Total	2,234	100.00%

Average Age of Fleet by Divisions

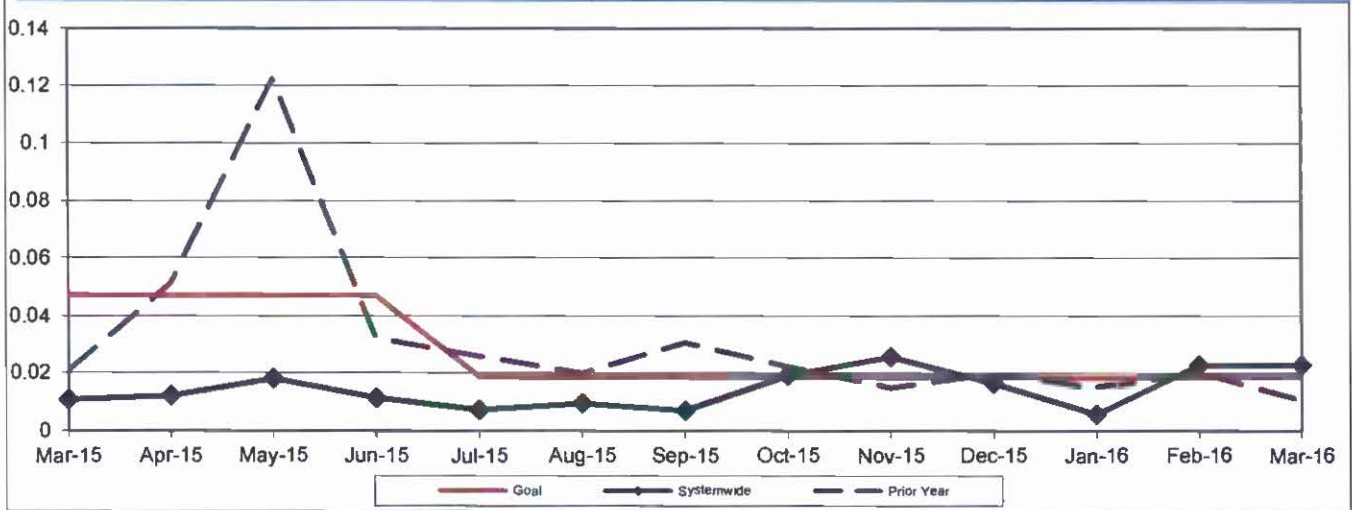
Div 1	Div 2	Div 3	Div 5	Div 7	Div 8
6.13	5.49	6.00	5.84	4.82	8.39
Div 9	Div 10	Div 13	Div 15	Div 18	
9.53	8.11	4.79	7.52	5.86	

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.

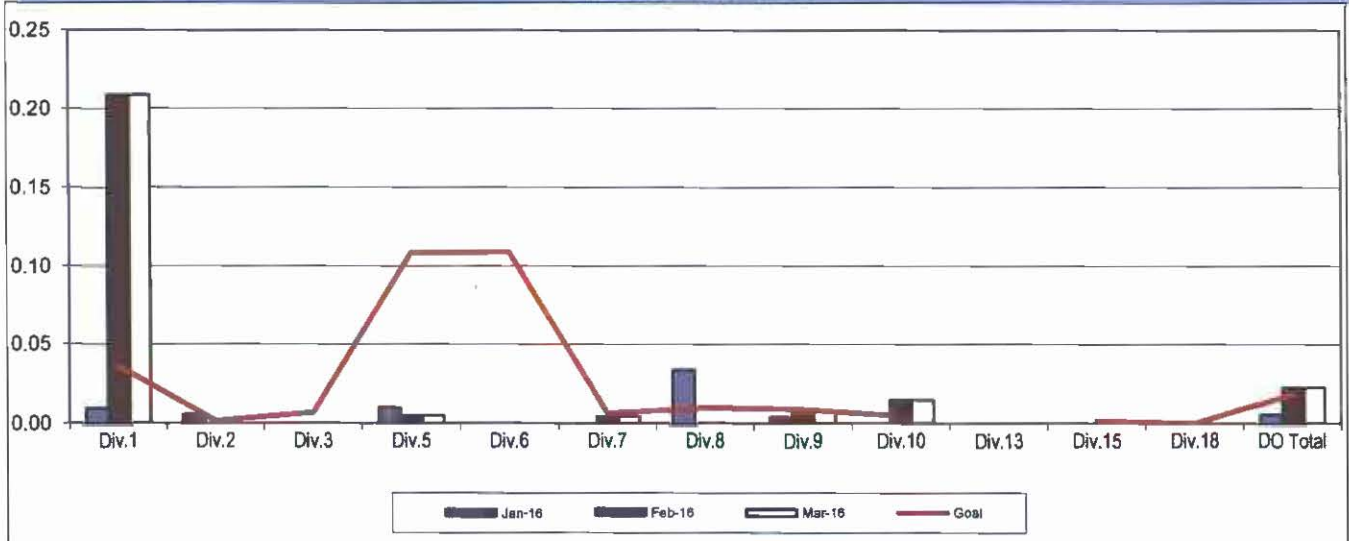
Calculation: Past Due Critical PMP's = Total Past Due Critical PMP's / Number of Buses

Systemwide Trend



Remaining Below the Goal line is the target.

Past Due Critical PMPs - by Divisions Jan 2016 - Mar 2016



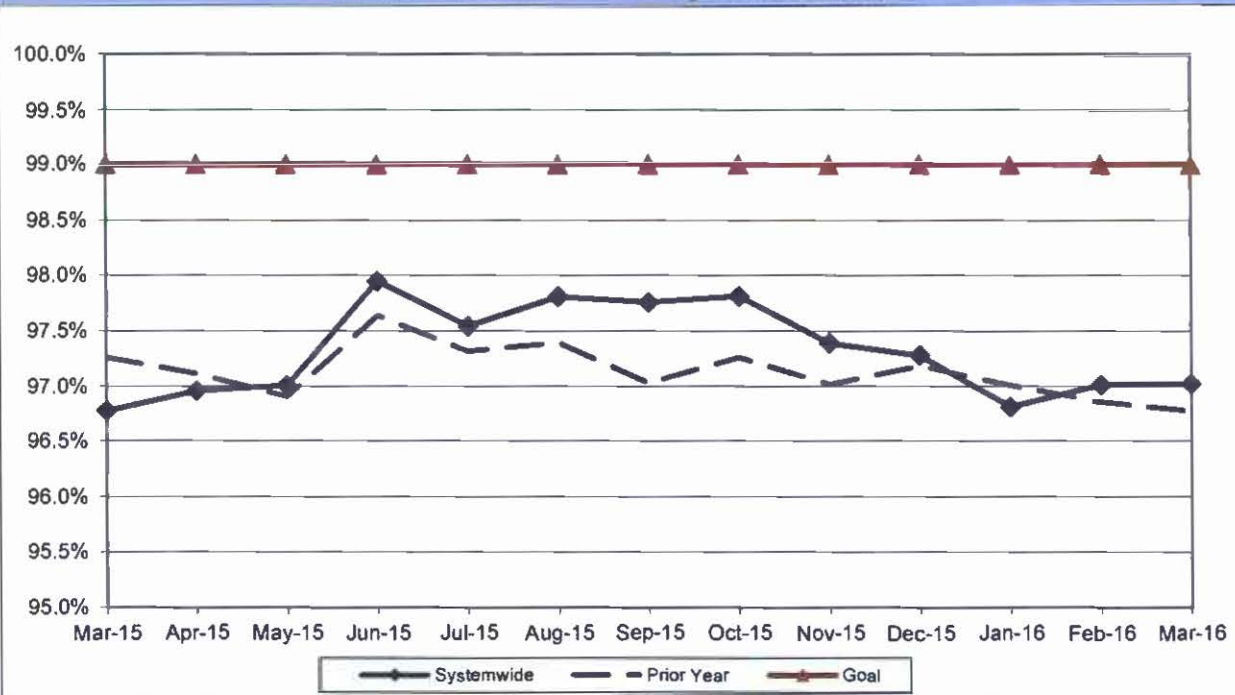
ATTENDANCE

MAINTENANCE ATTENDANCE

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

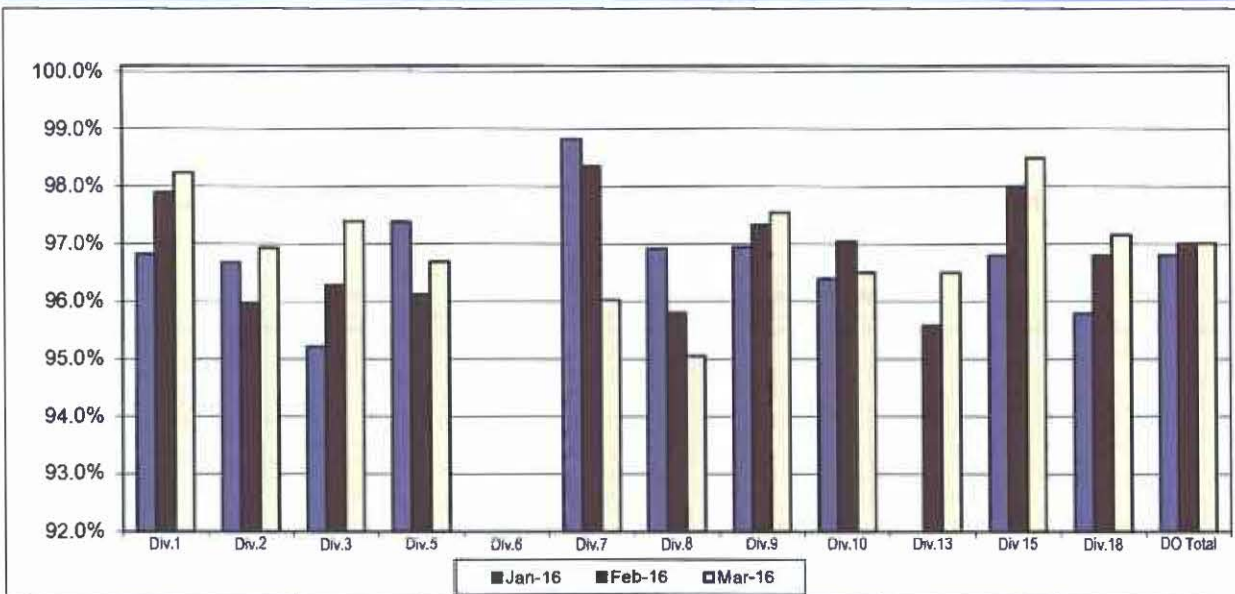
Calculation: Total FTEs assigned - FTEs absent / Total FTEs assigned

Maintenance Attendance - Systemwide Trend



Higher is better.

Maintenance Attendance - By Divisions Jan 2016 - Mar 2016

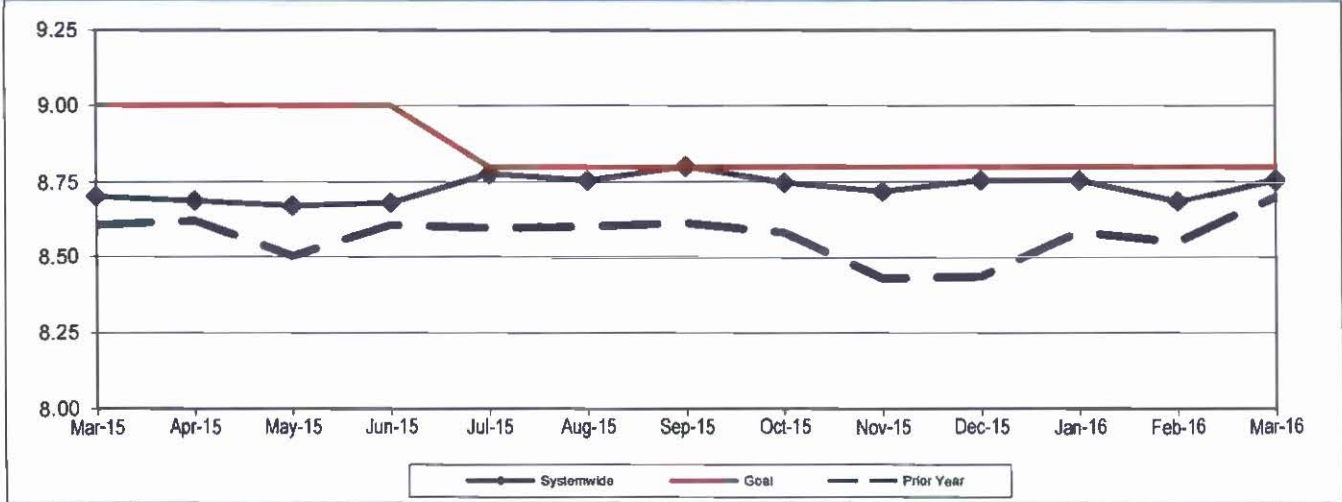


BUS CLEANLINESS

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

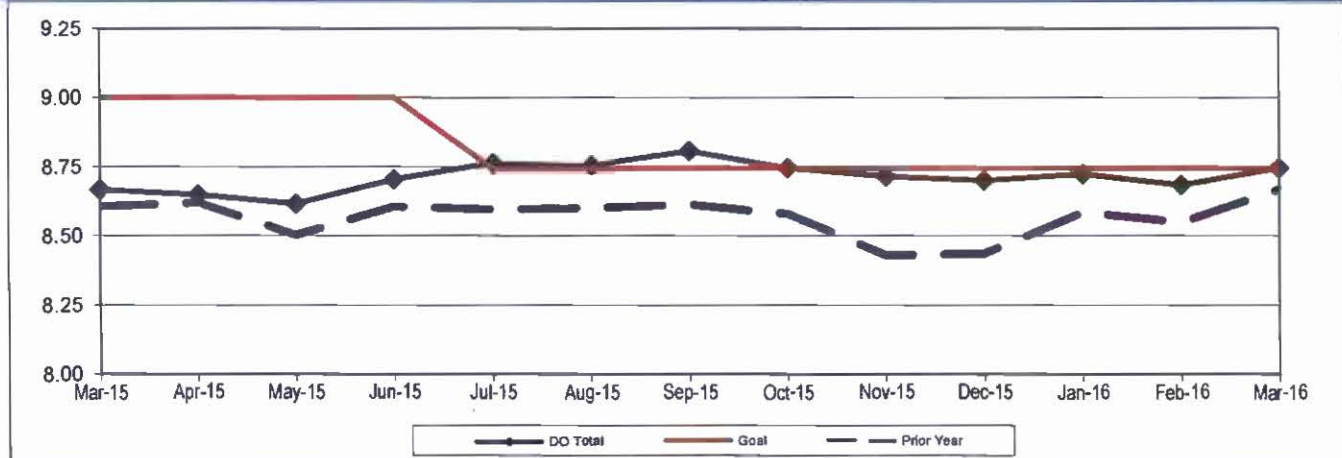
Calculation: Overall Cleanliness Rating = Total Points Accumulated / number of categories

Bus Cleanliness - Systemwide



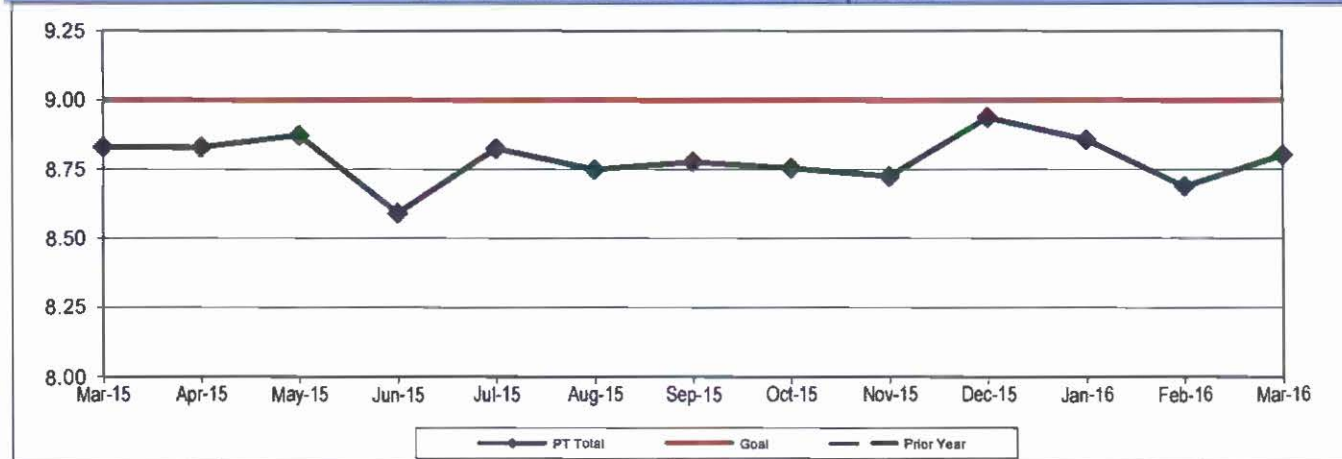
Remaining Above the Goal line is the target.

Bus Cleanliness - Directly Operated



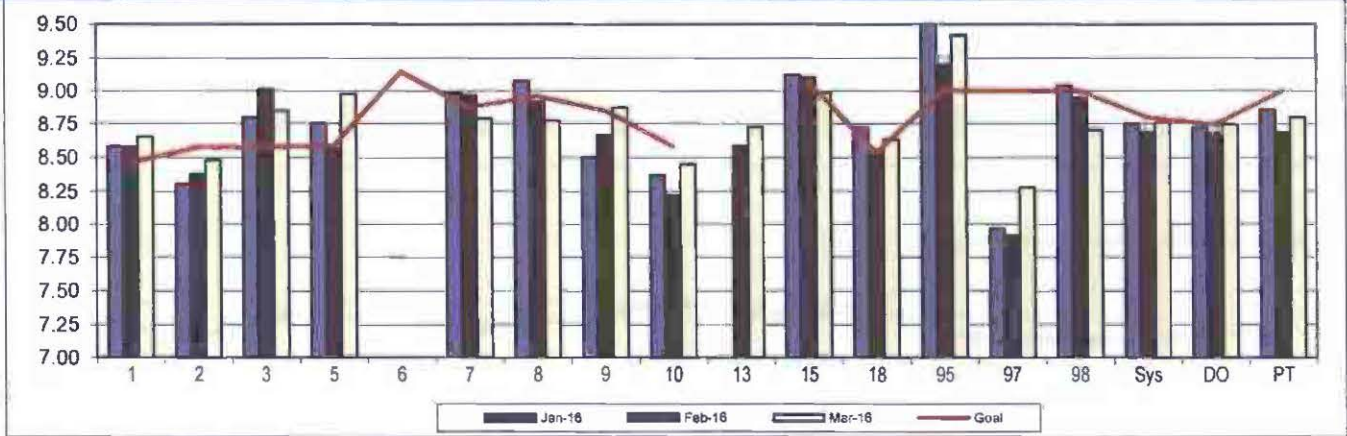
Remaining Above the Goal line is the target.

Bus Cleanliness - Purchased Transportation

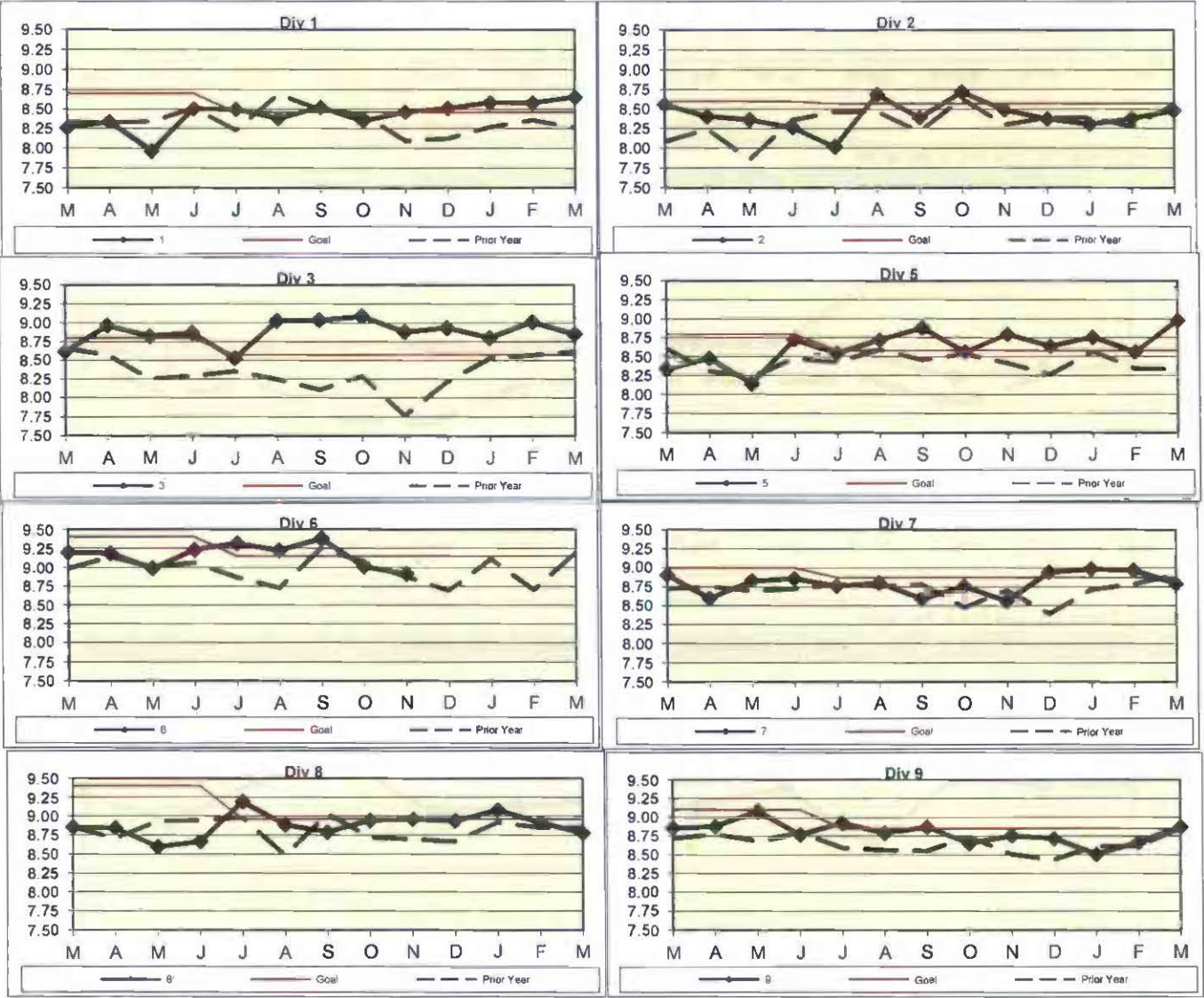


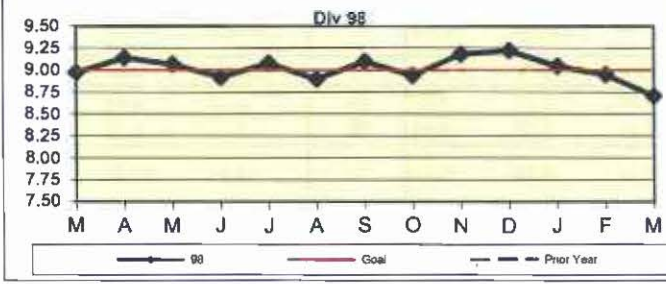
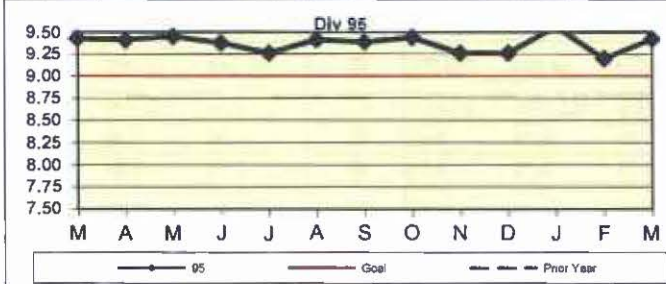
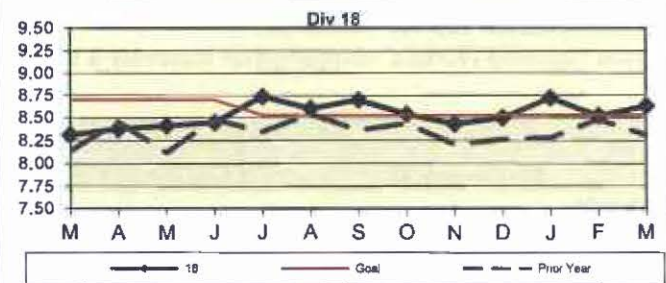
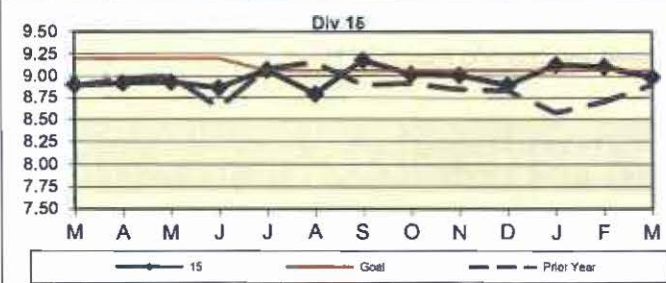
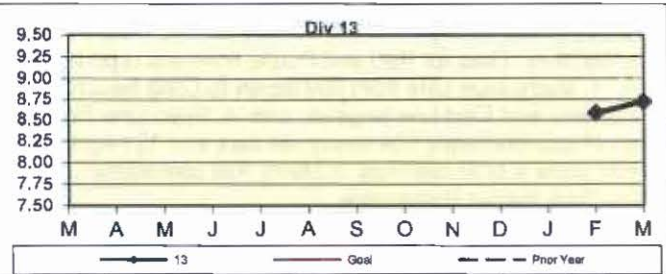
Remaining Above the Goal line is the target.

Cleanliness by Bus Operating Divisions Jan 2016 - Mar 2016



Remaining Above the Goal line is the target.





Metro Rail Scorecard Overview

Metro Rail operates heavy rail lines, Metro Red and Purple Lines, from Union Station to North Hollywood and Union Station to Wilshire/Western. Data for Red and Purple lines are reported under Metro Red line in this report. Metro Rail operates four light rail lines: 1. Metro Blue Line from downtown to Long Beach; 2. Metro Green Line along the 105 freeway; 3. Metro Gold Line from 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	Jan Month	Feb Month	Mar Month
Systemwide									
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours	10.53	14.35	9.55	11.47	11.10		11.16	13.62	12.90
Metro Red Line (MRL)									
On-Time Pullouts	99.37%	99.72%	99.91%	100.00%	99.72%		100.00%	99.59%	100.00%
Mean Miles Between Chargeable Mechanical Failures	60,223	63,099	85,090	84,868	110,399		288,546	60,002	82,363
In-Service On-time Performance	99.32%	98.91%	99.13%	100.00%	99.43%		99.63%	99.30%	99.51%
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		0.03	0.03	0.03
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours	11.25	20.22	6.20	6.15	13.56		15.35	17.74	17.57
Metro Blue Line (MBL)									
On-Time Pullouts	99.34%	99.37%	99.41%	100.00%	99.47%		99.77%	100.00%	99.42%
Mean Miles Between Chargeable Mechanical Failures	16,597	18,731	23,716	23,934	19,180		20,907	14,547	17,832
In-Service On-time Performance	95.80%	95.84%	97.28%	99.19%	95.97%		96.20%	97.09%	96.24%
Traffic Accidents Per 100,000 Train Miles	1.45	1.46	0.89	0.79	1.37		2.30	0.61	1.81
Complaints per 100,000 Boardings	0.90	0.59	0.27	0.27	0.15		0.05	0.10	0.28
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours	17.36	17.46	15.10	14.96	15.90		12.41	23.39	15.21
Metro Expo Line (MEXL)									
On-Time Pullouts (Expo Pull Outs are Included in Blue Line Pull Outs)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Mean Miles Between Chargeable Mechanical Failures (Expo MMBCMF are Included in Blue Line MMBCMF)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
In-Service On-time Performance	98.47%	98.70%	99.14%	100.00%	98.97%		99.18%	99.20%	99.18%
Traffic Accidents Per 100,000 Train Miles	0.34	1.17	1.02	1.10	0.38		0.00	1.87	0.00
Complaints per 100,000 Boardings	2.20	1.01	0.38	0.40	0.50		0.37	0.63	2.25
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	Jan Month	Feb Month	Mar Month
Metro Green Line (MGrL)									
On-Time Pullouts	99.71%	99.69%	99.32%	100.00%	99.32%	🟡	98.83%	99.77%	100.00%
Mean Miles Between Chargeable Mechanical Failures	13,297	19,513	21,054	21,008	19,513	🟡	12,690	16,567	38,675
In-Service On-time Performance	98.06%	97.85%	97.39%	99.22%	98.56%	🟡	98.82%	98.66%	98.49%
Traffic Accidents Per 100,000 Train Miles	0.14	0.00	0.14	0.15	0.19	🟡	0.00	0.00	0.00
Complaints per 100,000 Boardings	0.63	0.62	0.32	0.31	0.21	🟢	0.42	0.00	0.10
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours	9.16	16.51	7.32	6.09	9.46	🔴	9.29	10.13	0.00
Metro Gold Line (MGoL)									
On-Time Pullouts	99.88%	99.56%	99.98%	100.00%	99.73%	🟡	100.00%	99.77%	99.28%
Mean Miles Between Chargeable Mechanical Failures	28,299	45,894	44,171	45,762	50,631	🟢	25,722	288,958	447,057
In-Service On-time Performance	98.45%	98.03%	98.56%	100.00%	97.73%	🟡	98.84%	99.40%	97.50%
Traffic Accidents Per 100,000 Train Miles	0.22	0.24	0.54	0.47	0.51	🟡	0.00	0.00	0.42
Complaints per 100,000 Boardings	0.68	0.60	0.34	0.34	0.81	🔴	0.08	0.25	4.83
New Workers' Compensation Indemnity Claims	16.15	14.98	15.96	15.71	12.45	🟢	0.00	19.07	5.76

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

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

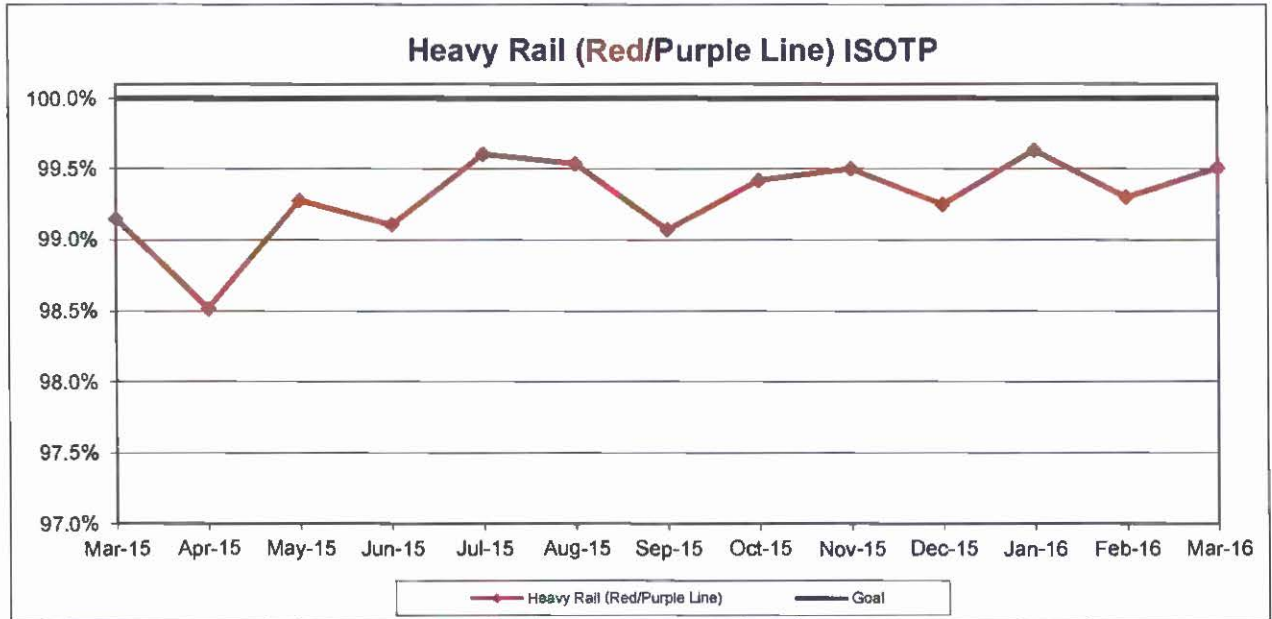
🔴 Red - High probability that the target will not be achieved – significant problems and/or delays. Falls below Target >70%.

RAIL SERVICE PERFORMANCE

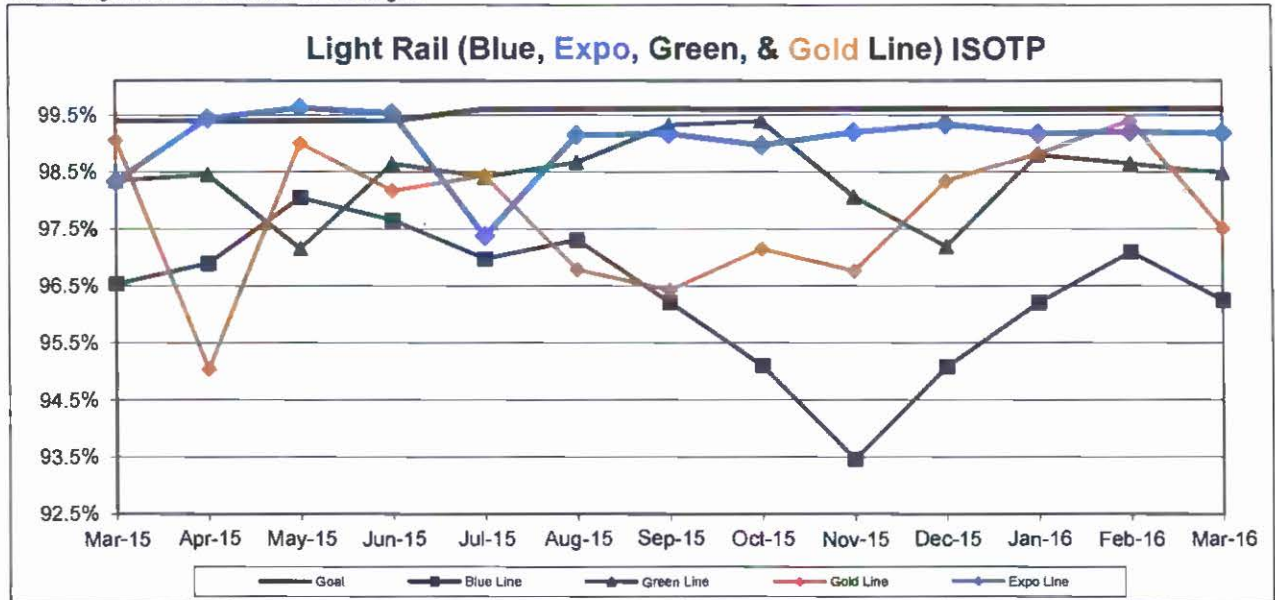
IN-SERVICE ON-TIME PERFORMANCE (ISOTP)

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

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

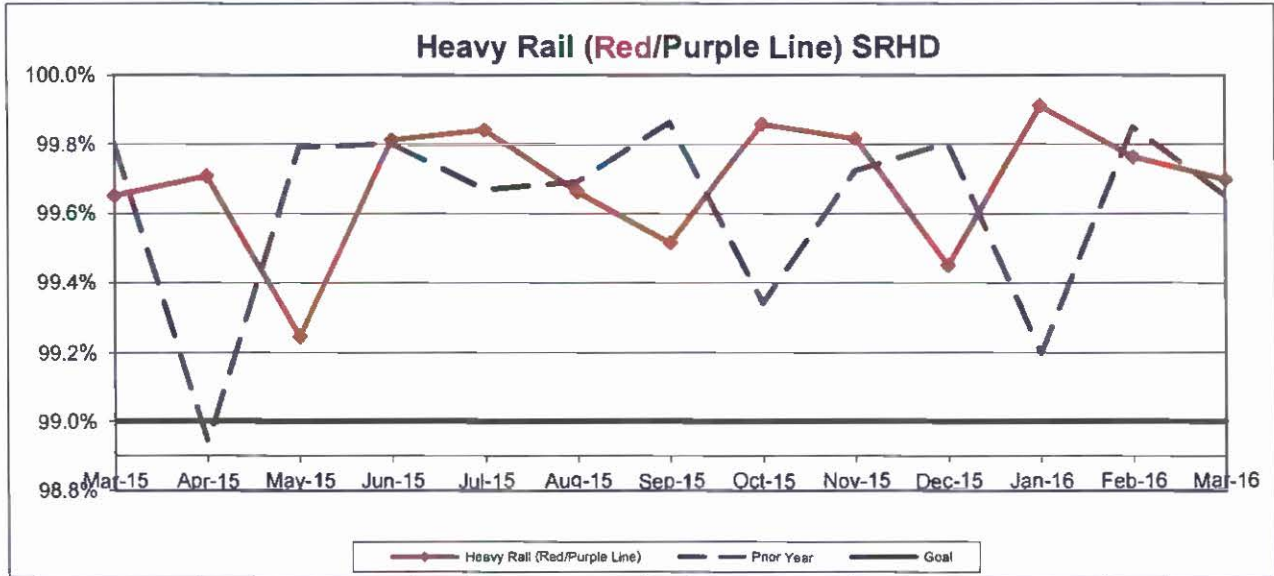


Remaining Above the Goal line is the target.

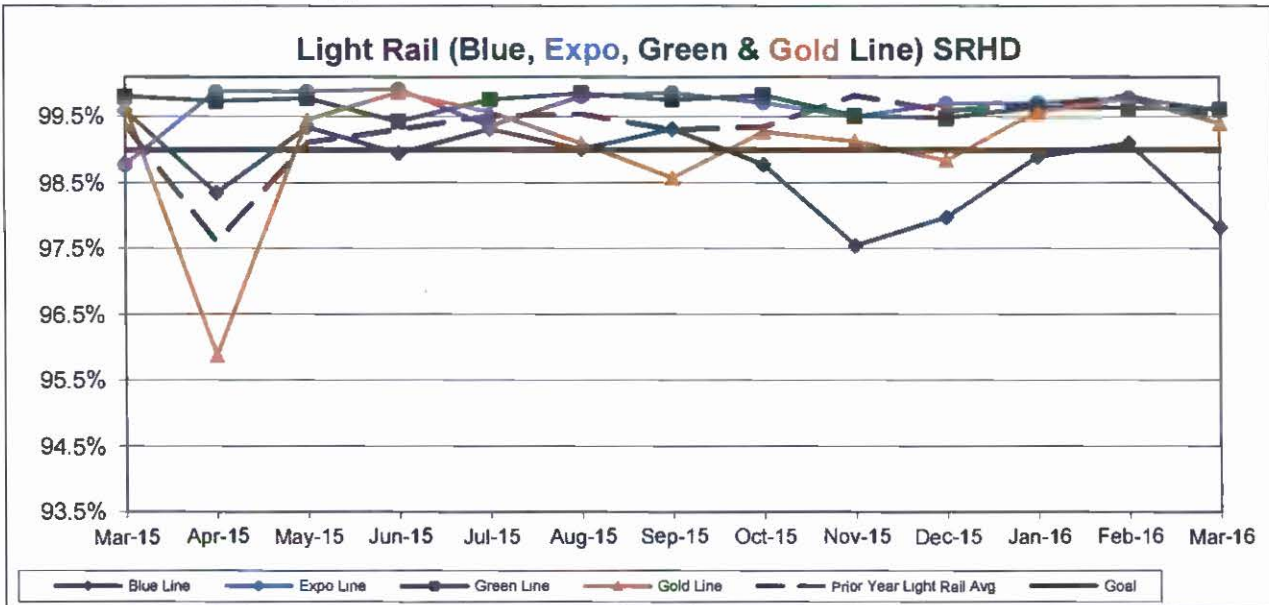


Scheduled Revenue Hours Delivered (SRHD) by Rail Line

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



Remaining At the Goal line is the target.

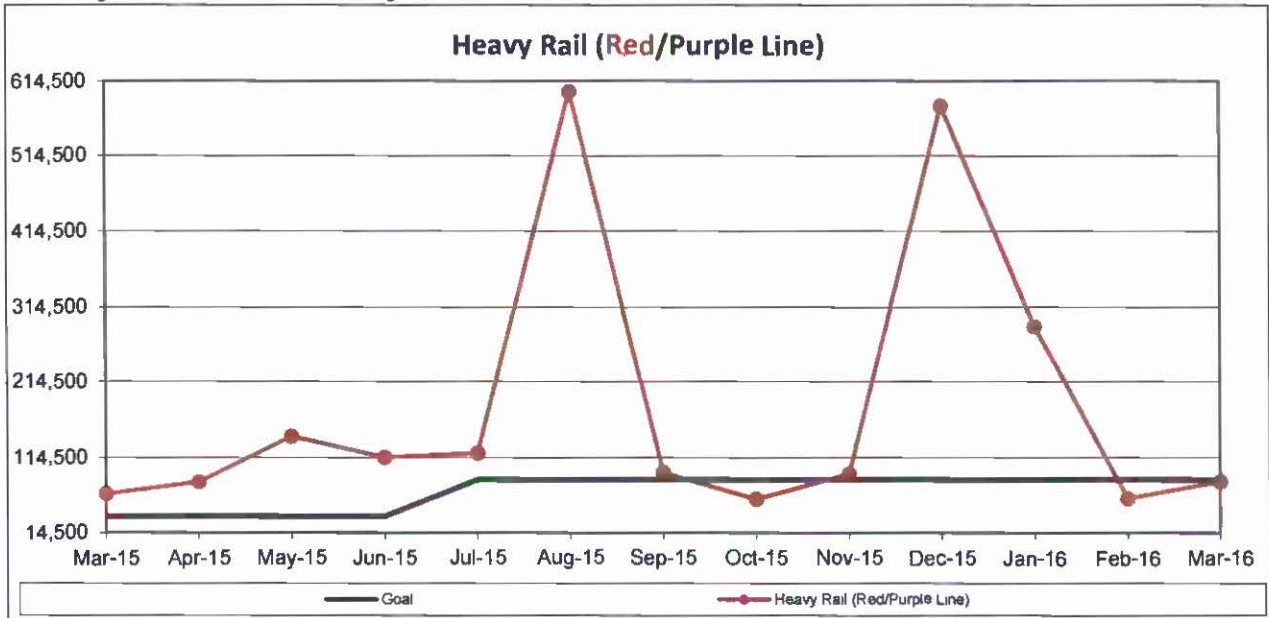


Mean Vehicle Miles between Revenue Vehicle Failures

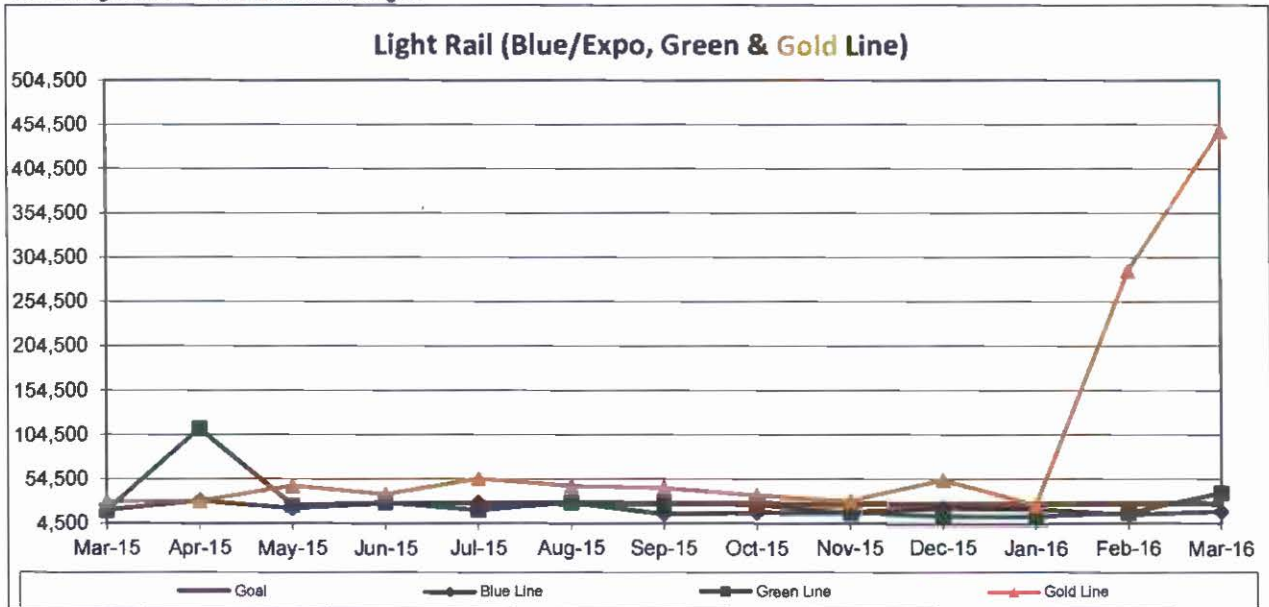
Definition: Mean vehicle miles between Revenue Vehicle Failures. NTD defined Revenue Vehicle Failures are vehicle systems failures that occur in revenue service and during deadhead miles in which the vehicle did not complete its scheduled revenue trip or in which the vehicle did not start its next scheduled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

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

Remaining Above the Goal line is the target.



Remaining Above the Goal line is the target.

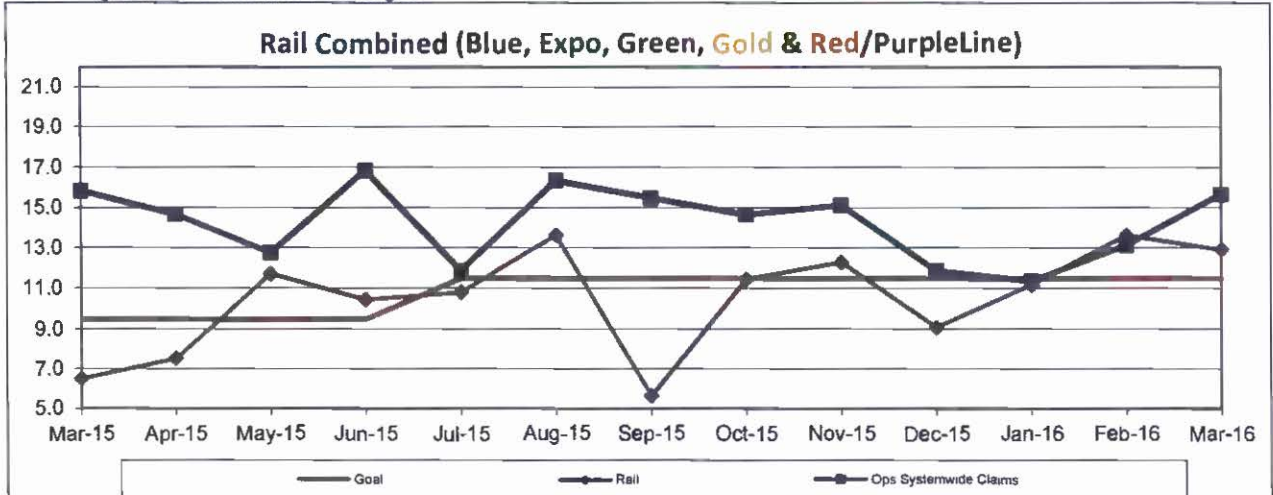


NEW WORKERS' COMPENSATION CLAIMS FILED PER 200,000 EXPOSURE HOURS

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

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

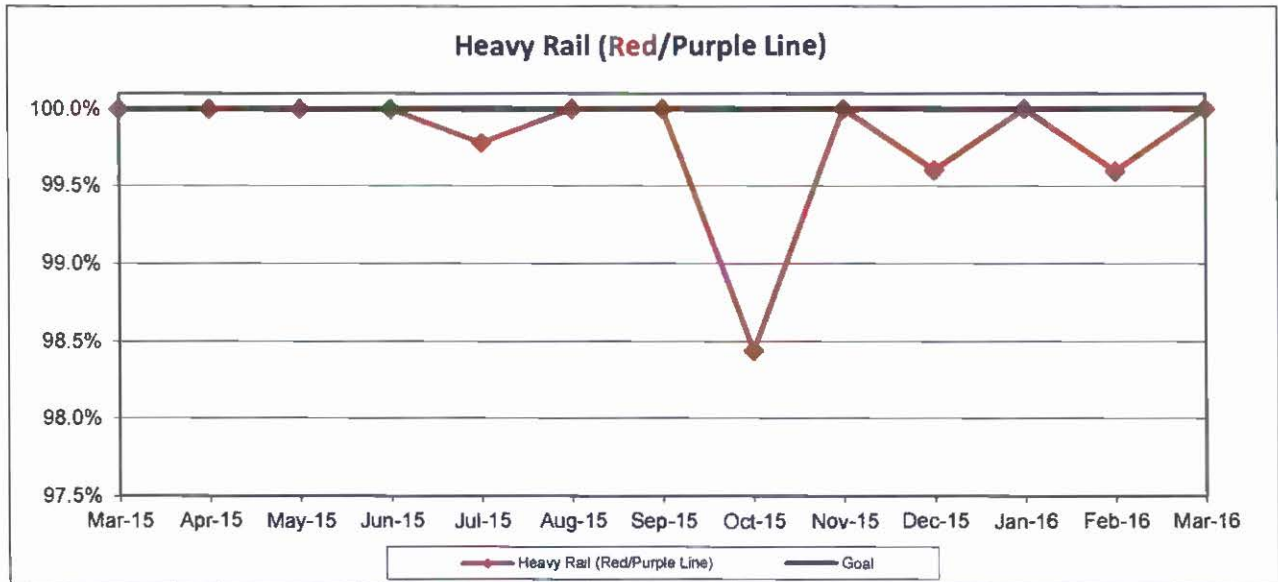
Data now reflects combination of Indemnity and Medical Claims reported in the current month.
 Remaining Below the Goal line is the target.



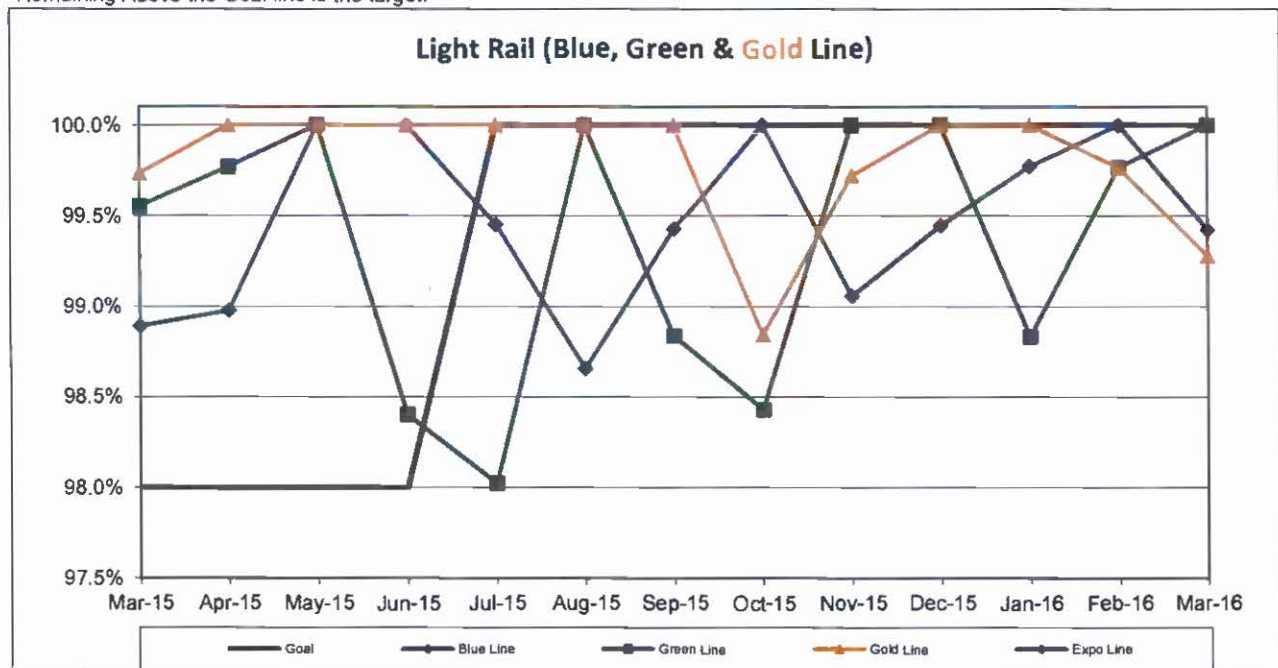
ON-TIME PULLOUTS (OTP)

Definition: Ratio of OnTime Pullouts to Total Pullouts.

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



Remaining Above the Goal line is the target.



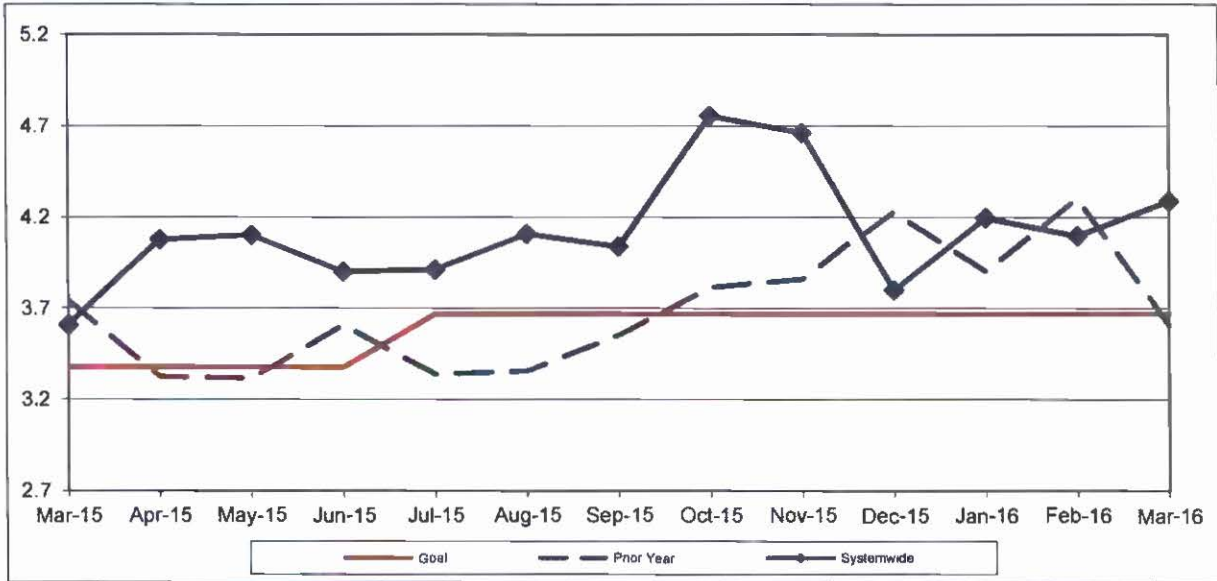
SAFETY PERFORMANCE

BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES

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

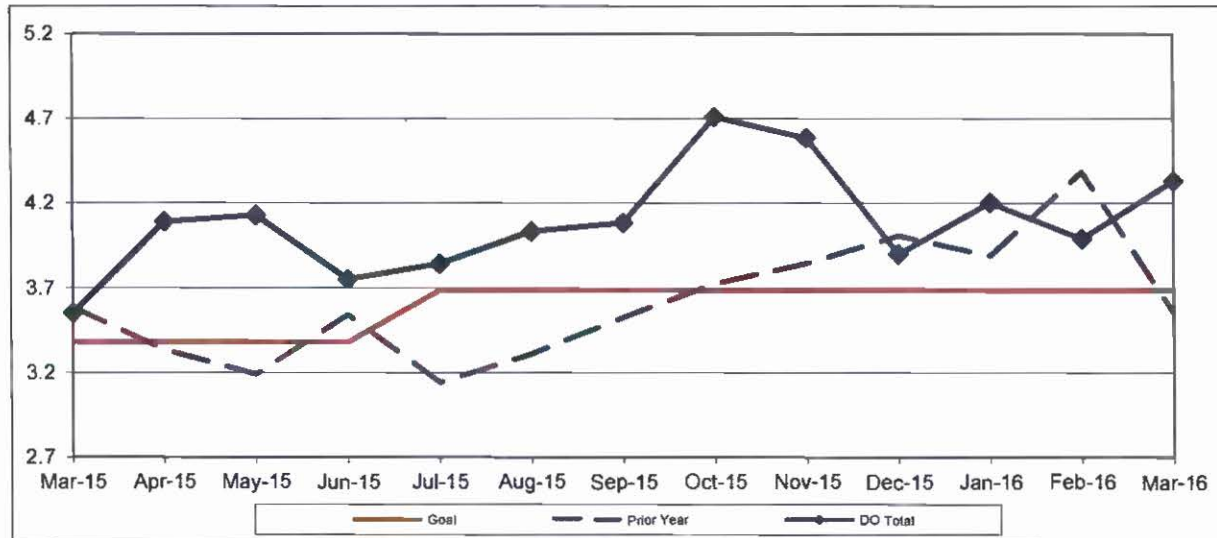
Calculation: Traffic Accidents Per 100,000 Hub Miles = Number of Traffic Accidents / (Hub Miles / 100,000)

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



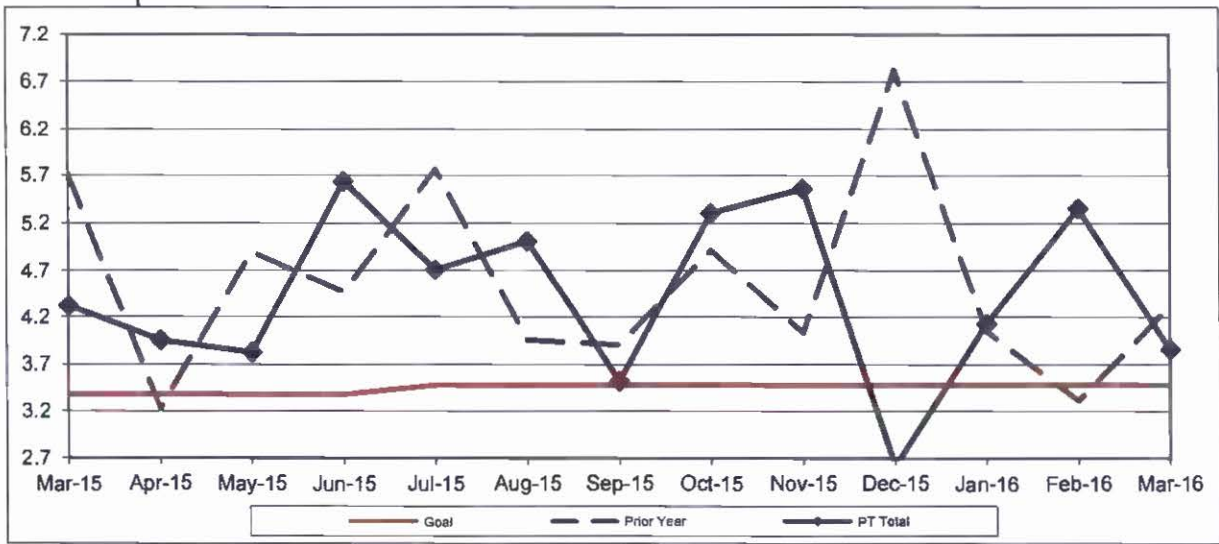
Note: The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of accidents and late filing of reports. Remaining Below the Goal line is the target.

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.

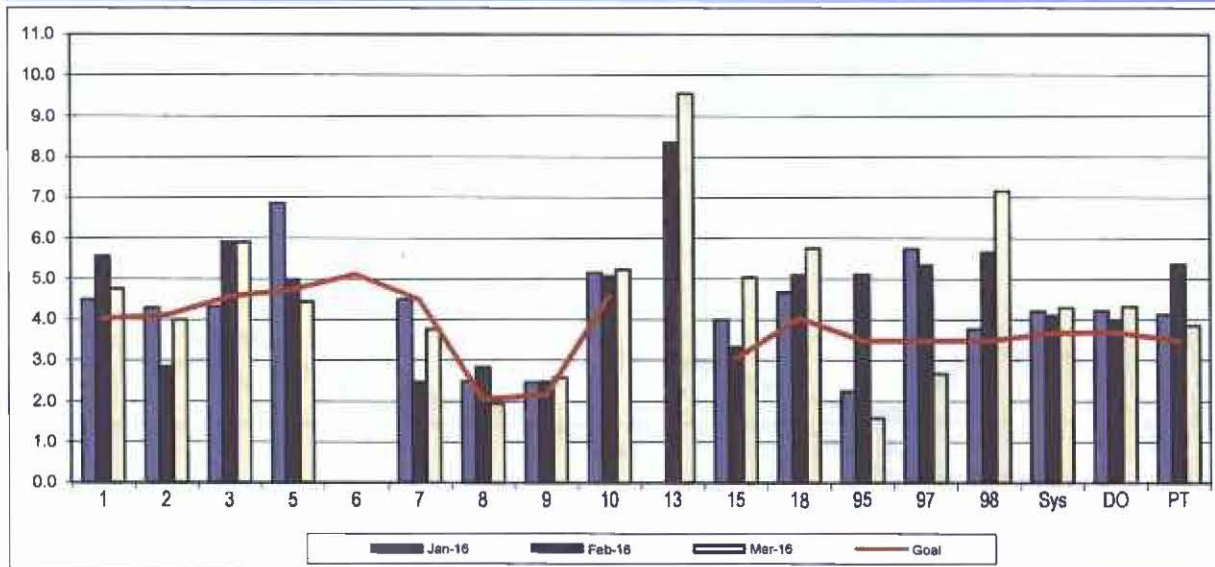
Bus Traffic Accidents per 100,000 Hub Miles - Purchased Transportation



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 Jan 2016 - Mar 2016

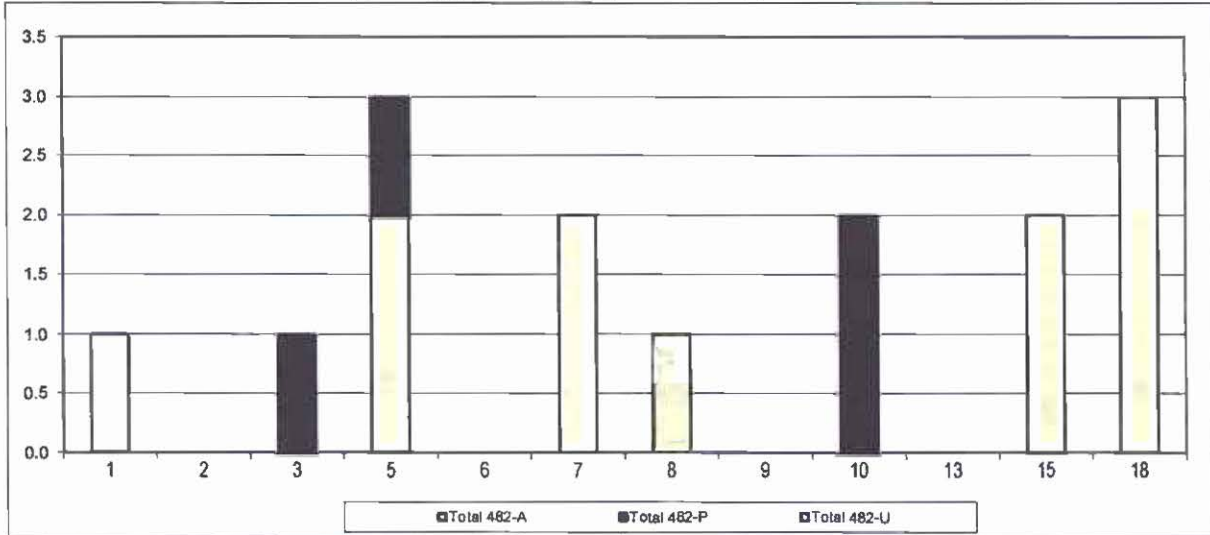


**Number of 482 Accidents in Vehicle Accident Management System (VAMS) Download by Avoidable (A), Pending (P) or Unavoidable (U)
Bus Operating Divisions - Mar 2016**

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

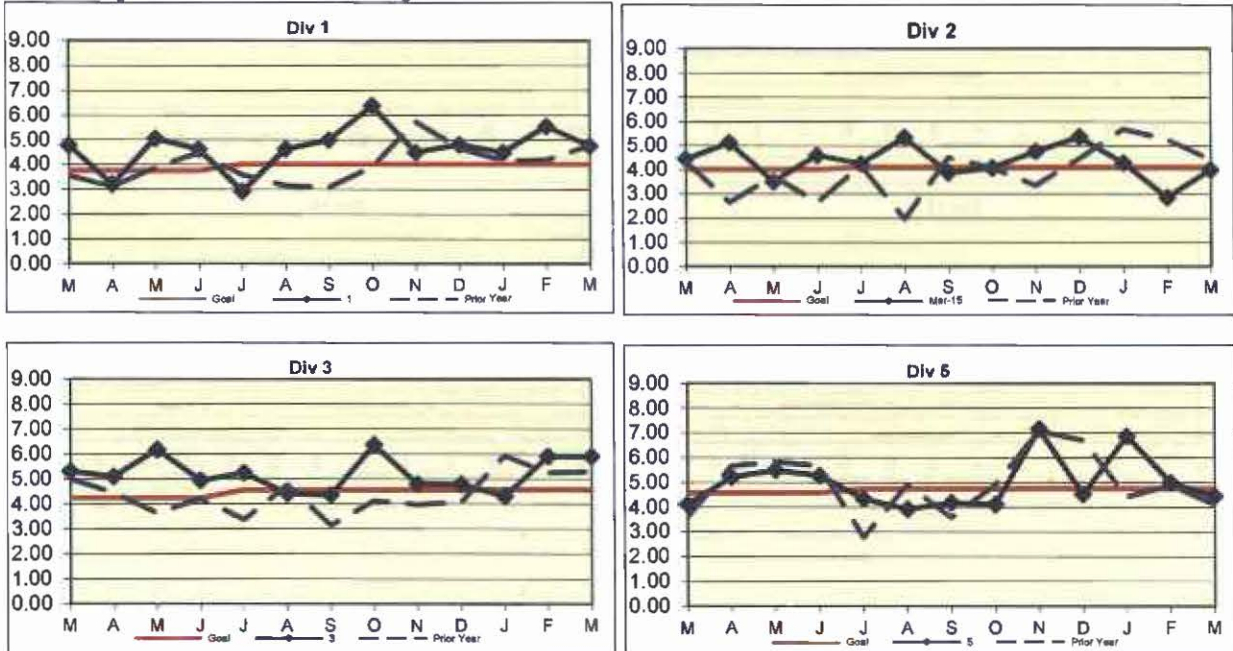
Calculation: Number of accidents in prior 13 months coded 482 "alleged" in the categories of avoidable (A), pending investigation (P) or unavoidable (U).

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



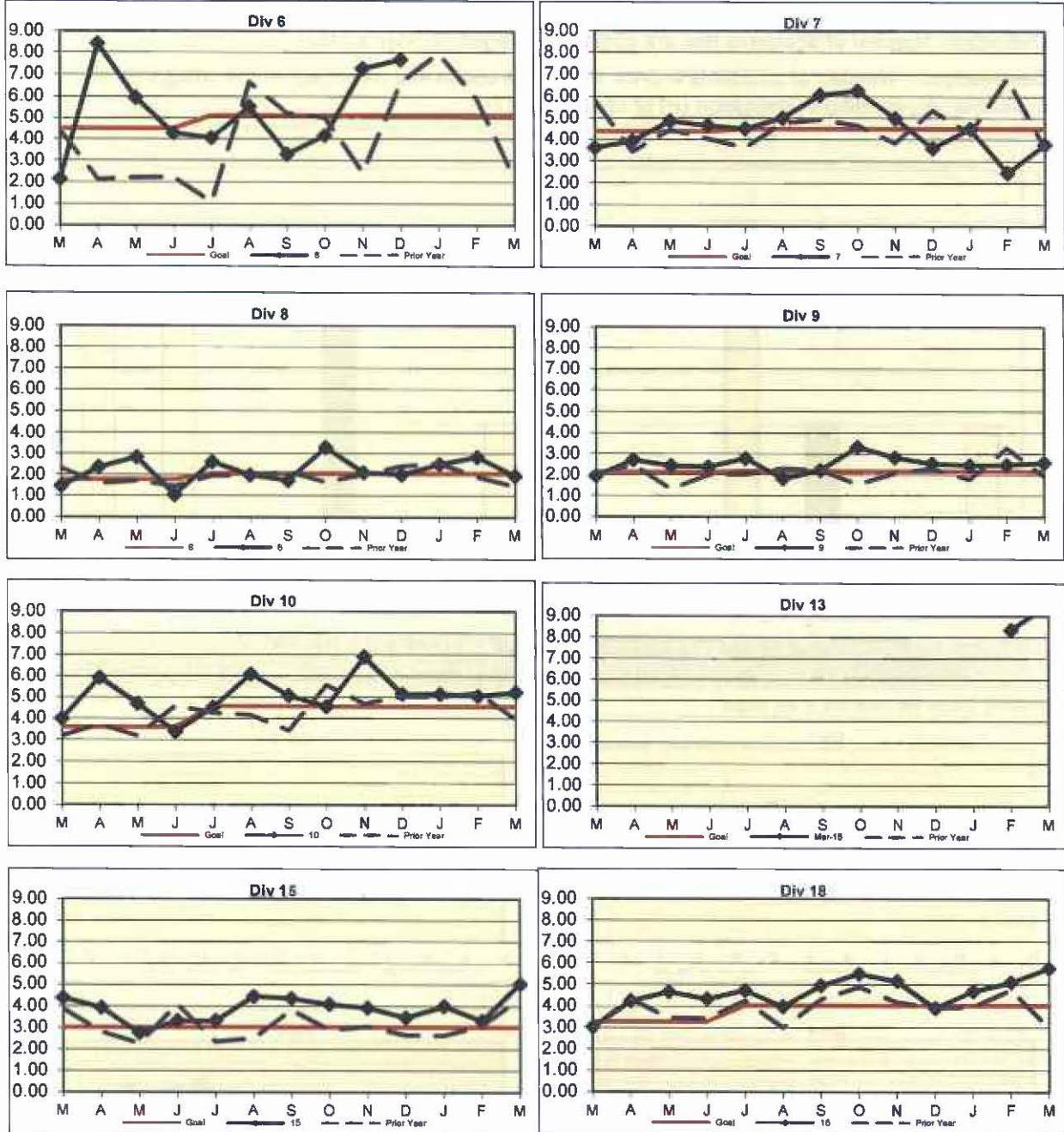
**BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES
Bus Operating Divisions**

Remaining Below the Goal line is the target.



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

Remaining Below the Goal line is the target.

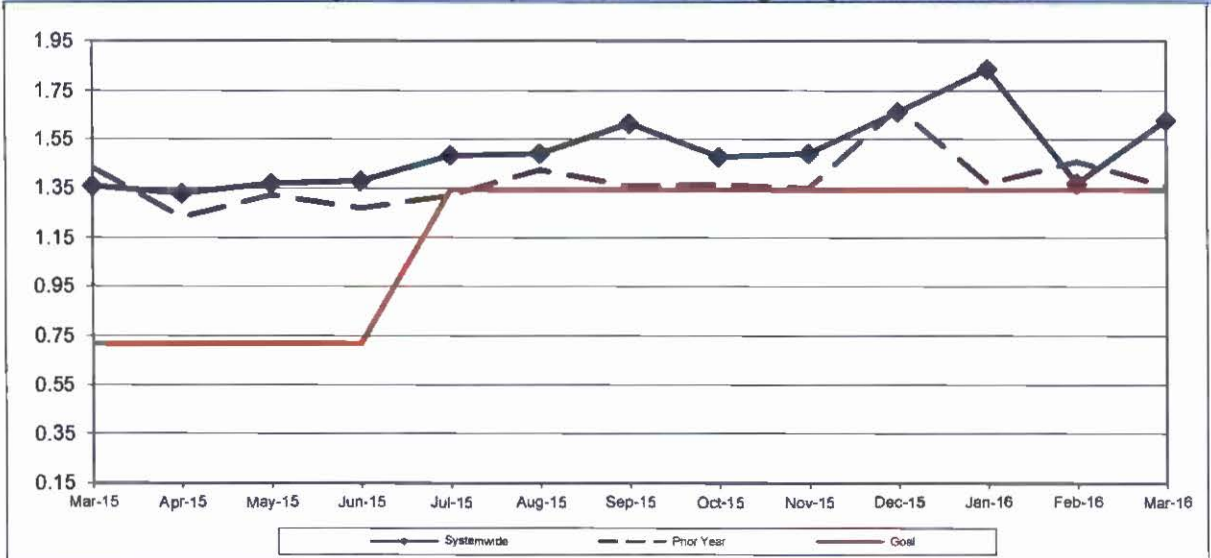


BUS PASSENGER ACCIDENTS PER 100,000 BOARDINGS

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

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

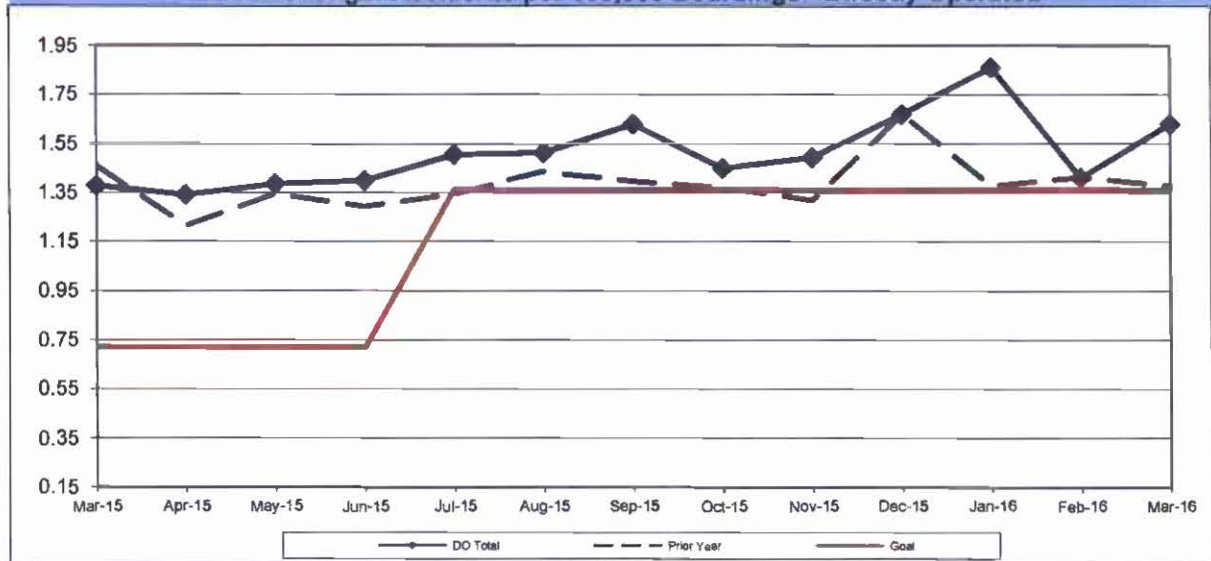
Bus Passenger Accidents per 100,000 Boardings - Systemwide Trend



Remaining Below the Goal line is the target.

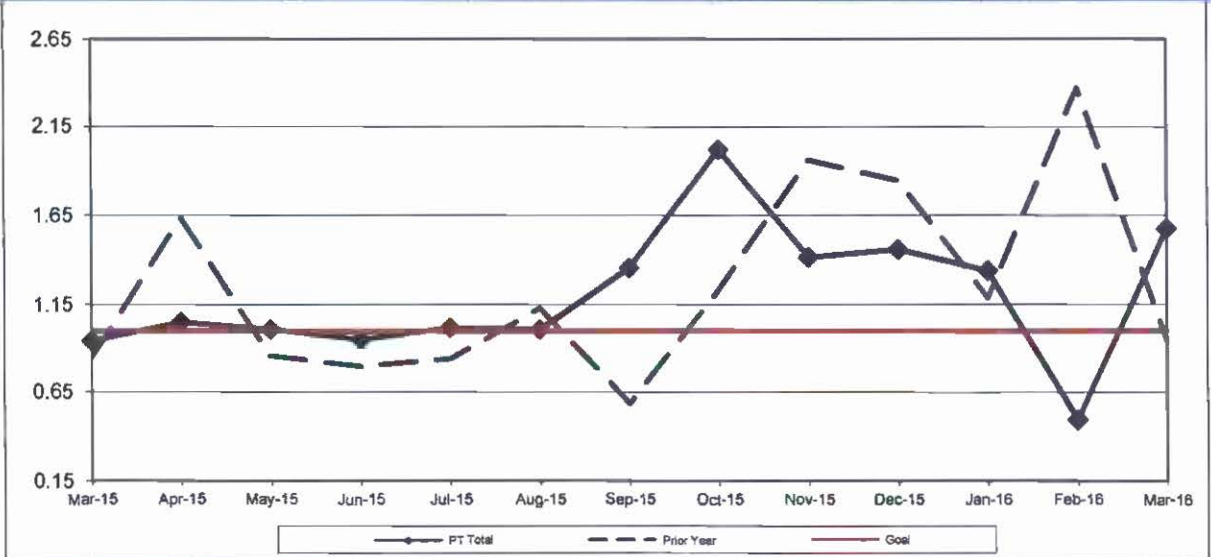
Note: The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of accidents and late filing of reports.

Bus Passenger Accidents per 100,000 Boardings - Directly Operated



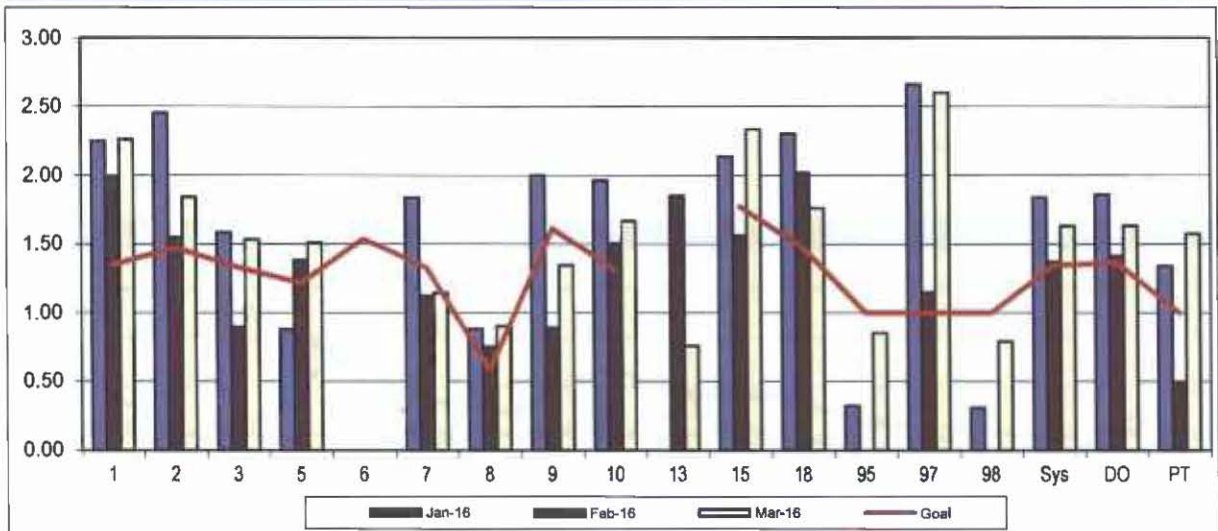
Remaining Below the Goal line is the target.

Bus Passenger Accidents per 100,000 Boardings - Purchased Transportation



Remaining Below the Goal line is the target.

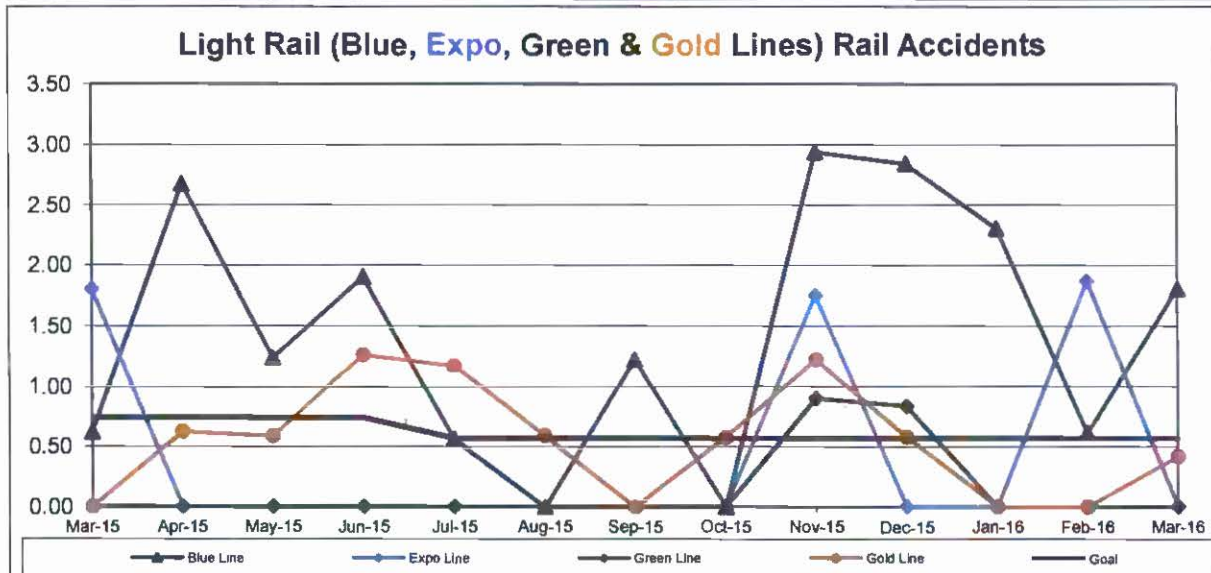
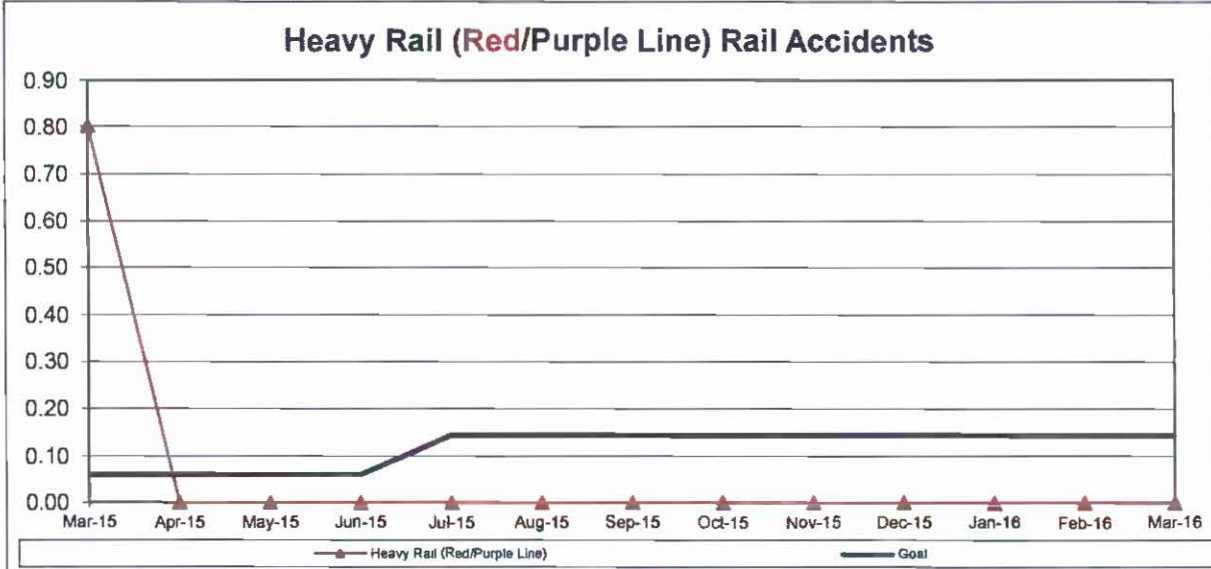
Bus Passenger Accidents per 100,000 Boardings - by Divisions Jan 2016 - Mar 2016



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)

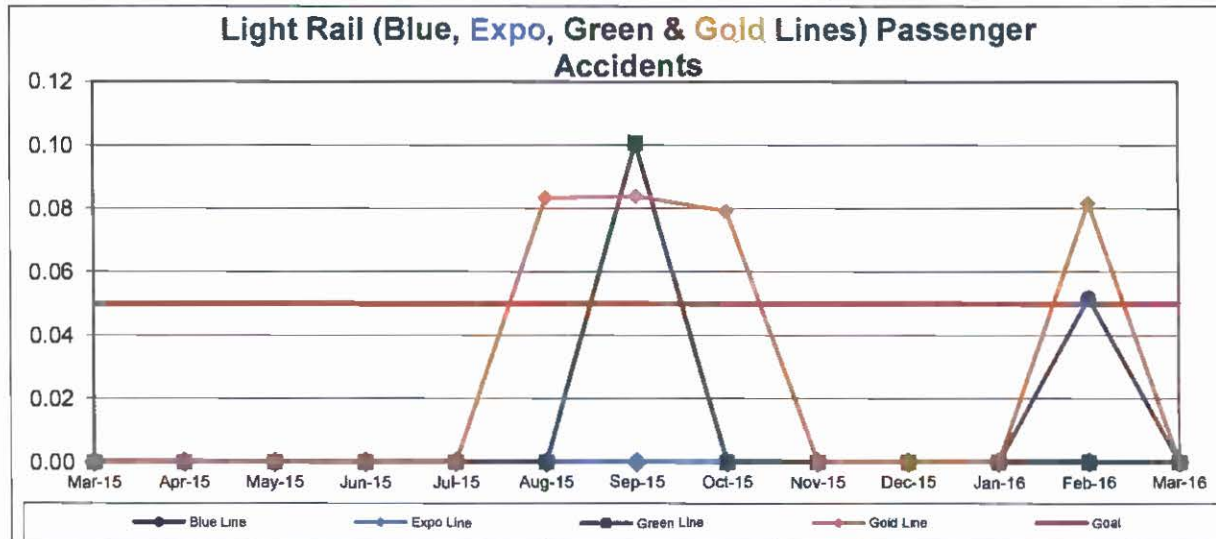
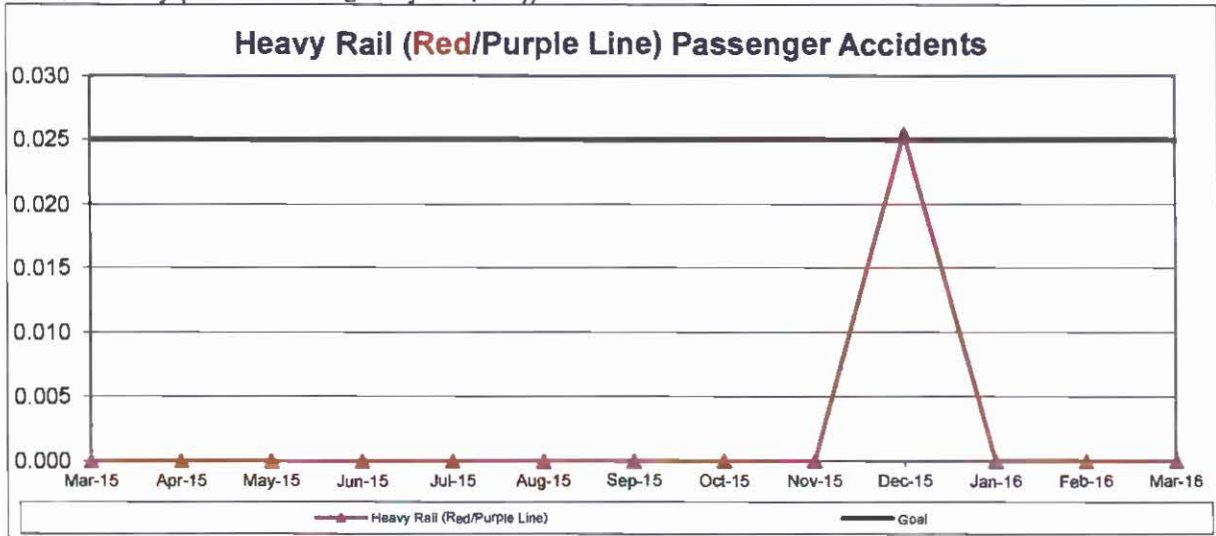


Remaining Below the Goal line is the target.

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))



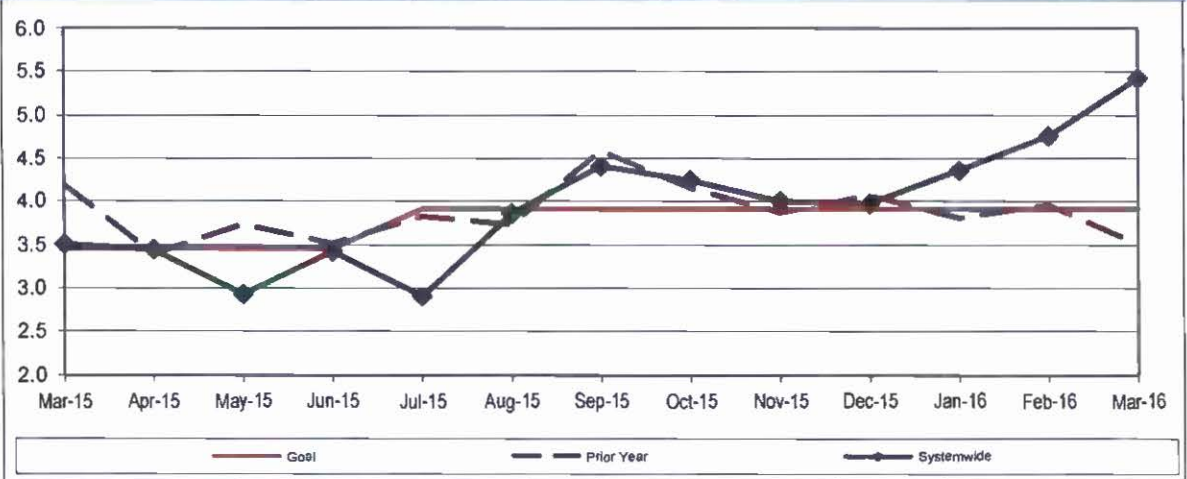
CUSTOMER SATISFACTION

COMPLAINTS PER 100,000 BOARDINGS

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

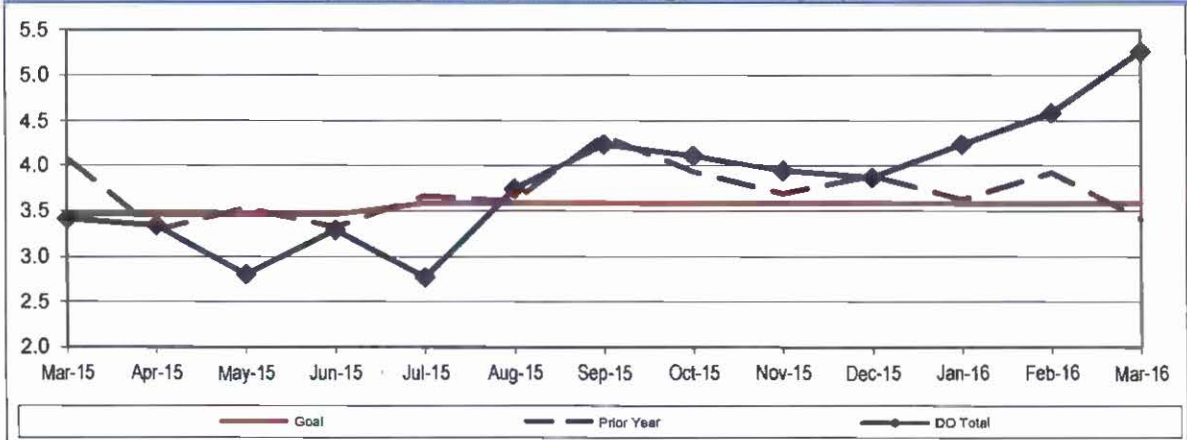
Calculation: Customer complaints per 100,000 Boardings = Complaints/(Boardings/100,000)

Complaints per 100,000 Boardings - Systemwide Trend



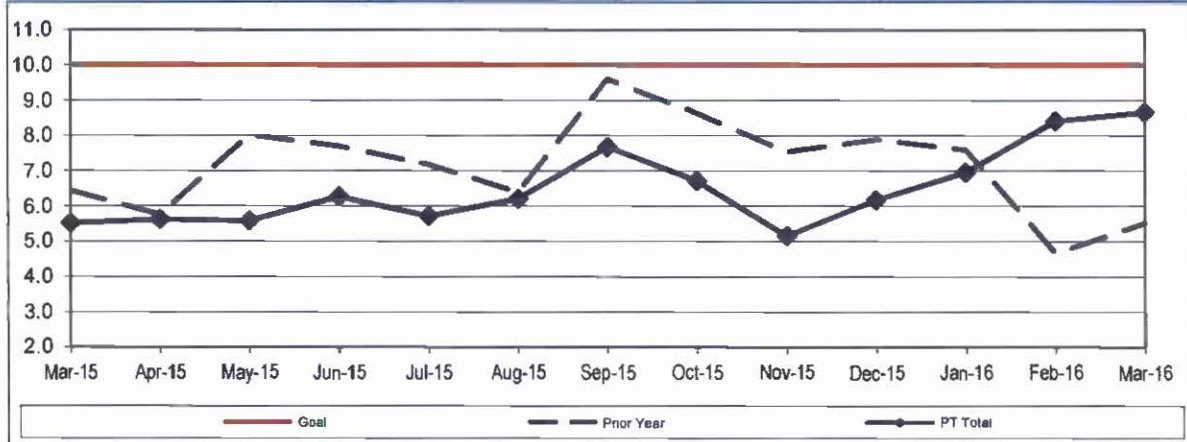
Remaining Below the Goal line is the target.

Complaints per 100,000 Boardings - Directly Operated



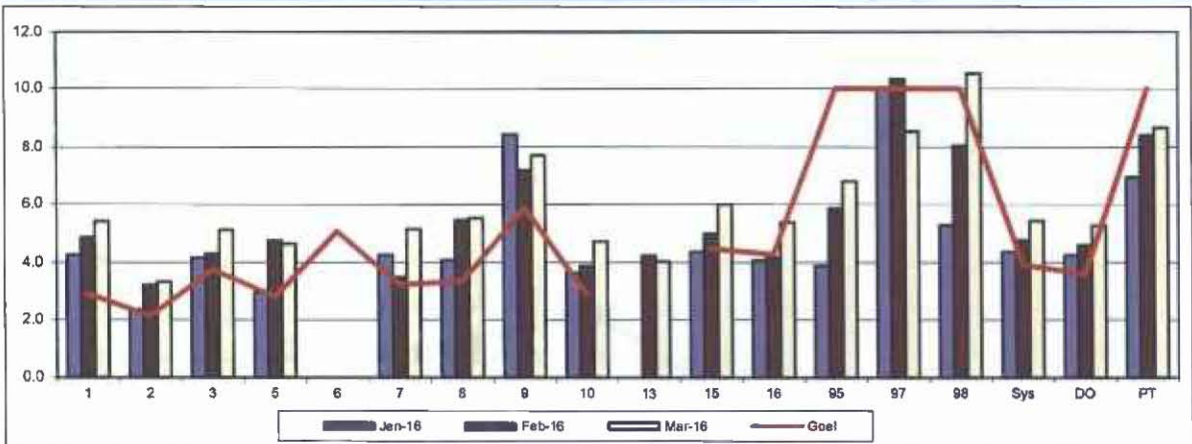
Remaining Below the Goal line is the target.

Complaints per 100,000 Boardings - Purchased Transportation

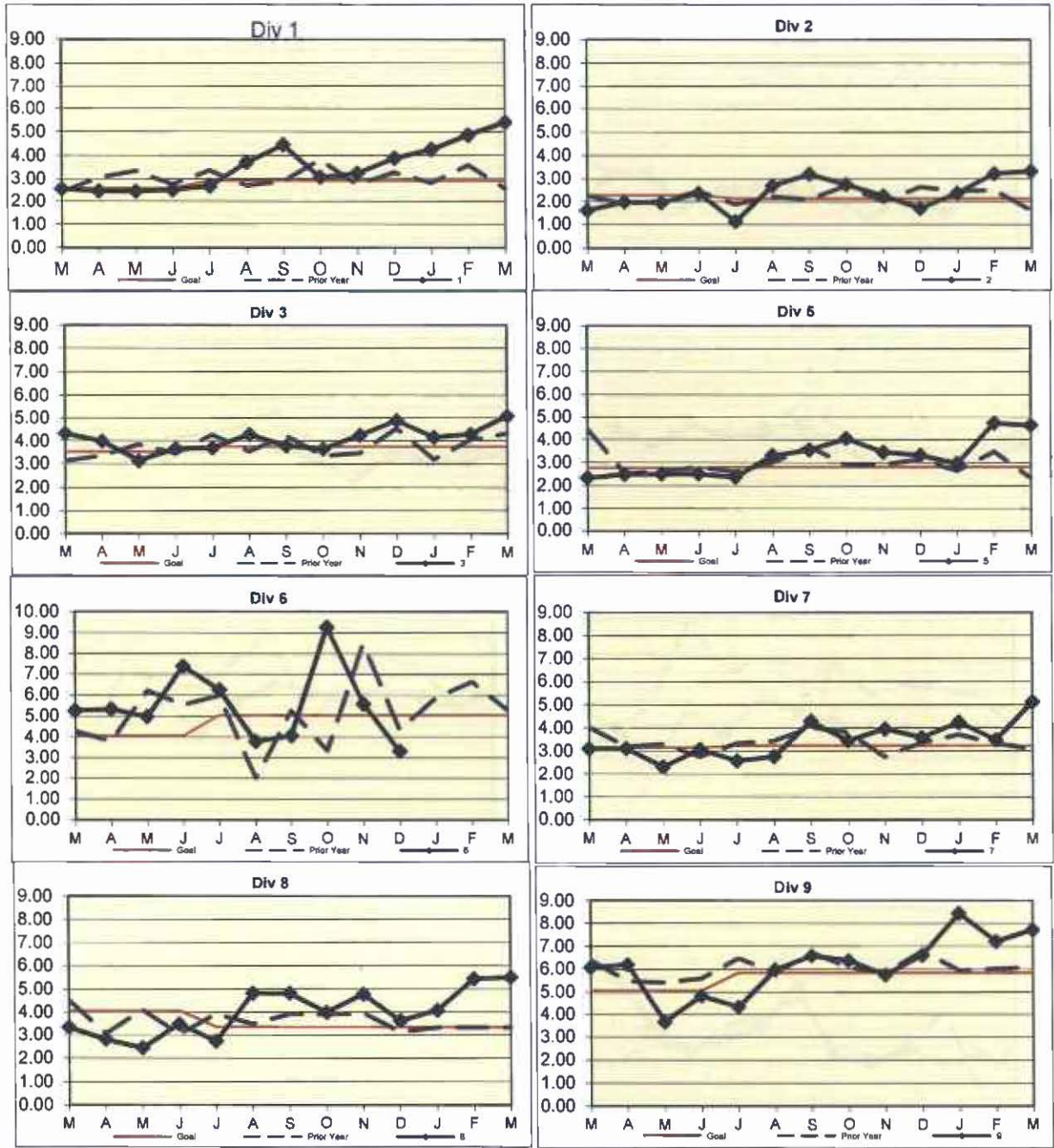


Remaining Below the Goal line is the target.

Complaints per 100,000 Boardings by Division
Jan 2016 - Mar 2016

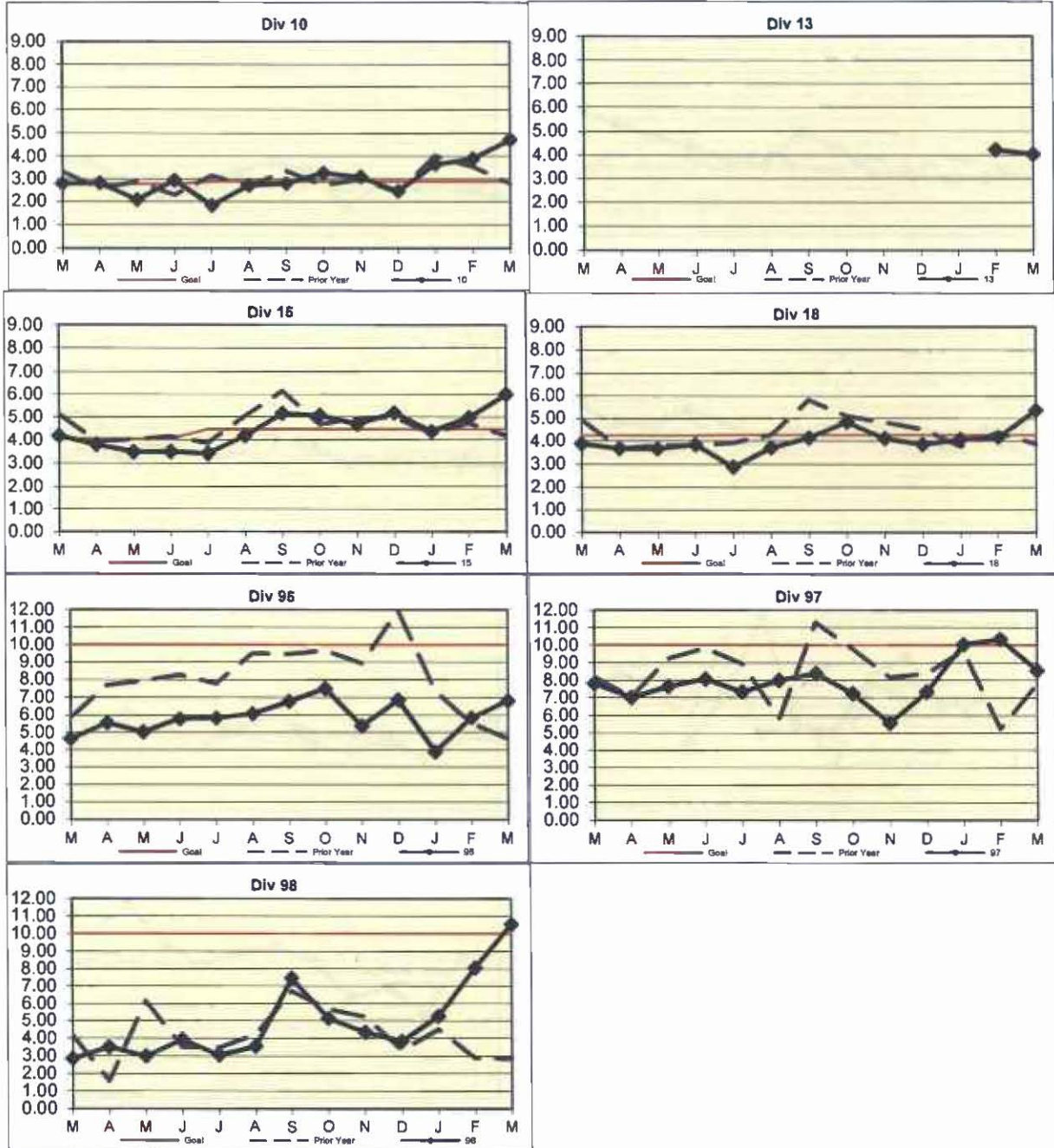


COMPLAINTS PER 100,000 BOARDINGS



Remaining Below the Goal line is the target.

COMPLAINTS PER 100,000 BOARDINGS - Continued



Remaining Below the Goal line is the target.

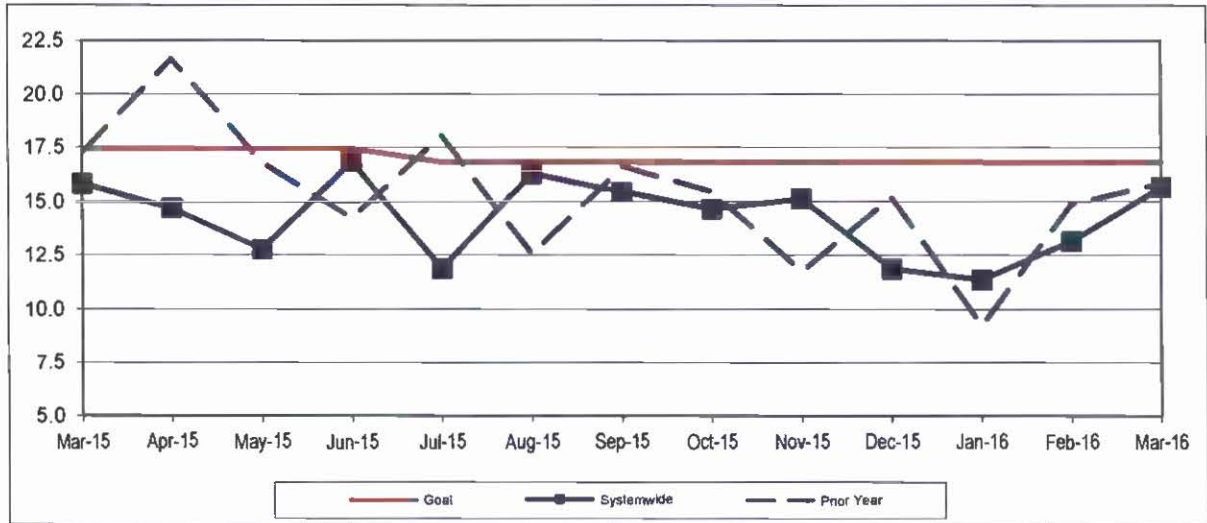
WORKERS COMPENSATION CLAIMS

New Workers Compensation Claims per 200,000 Exposure Hours

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

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

Bus Systemwide Trend



Transportation & Maintenance Performance combined.

Remaining Below the Goal line is the target.

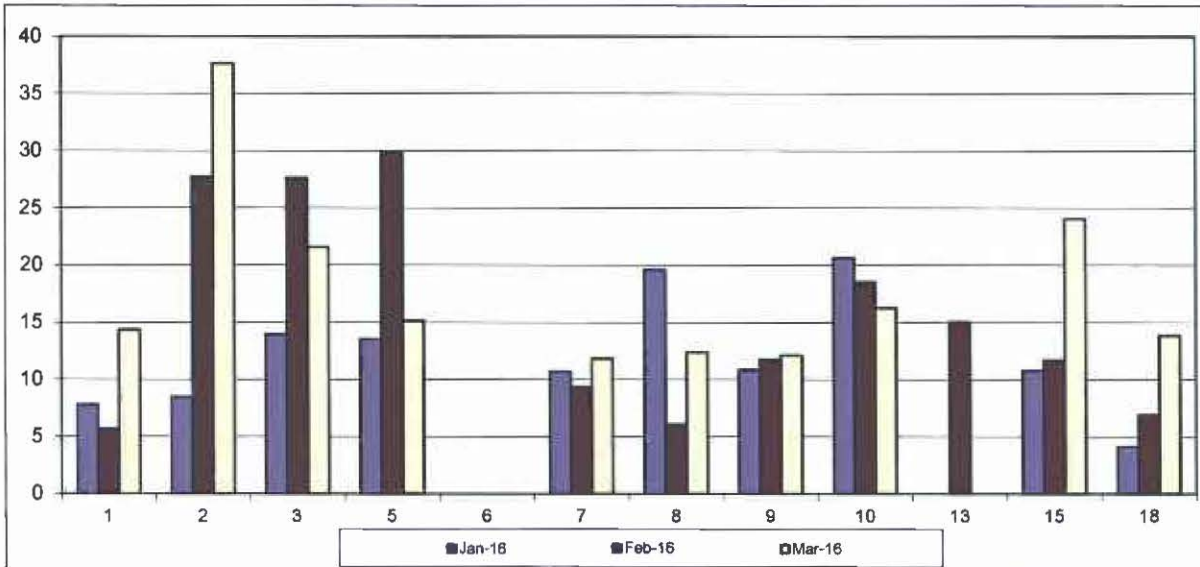
NEW CLAIMS PER 200,000 EXPOSURE HOURS - MONTH BY BUS DIVISION

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

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

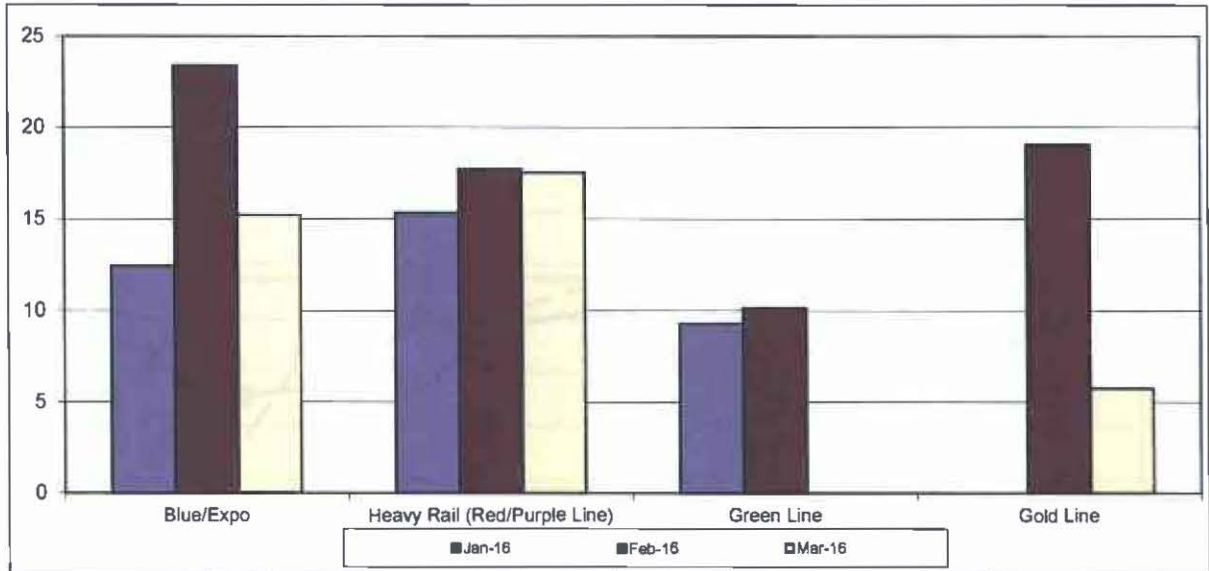
New Claims per 200,000 Exposure Hours by Division Jan 2016 - Mar 2016

Transportation & Maintenance Performance combined.



New Claims per 200,000 Exposure Hours - Rail by Line
Jan 2016 - Mar 2016

Transportation & Maintenance Performance combined.

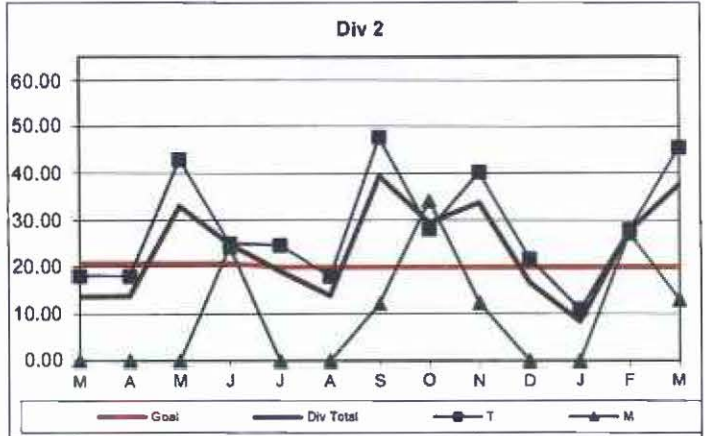
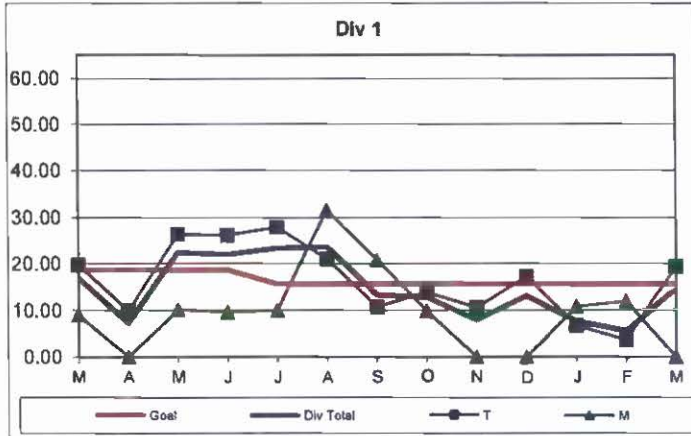


NEW WORKERS' COMPENSATION CLAIMS FILED PER 200,000 EXPOSURE HOURS

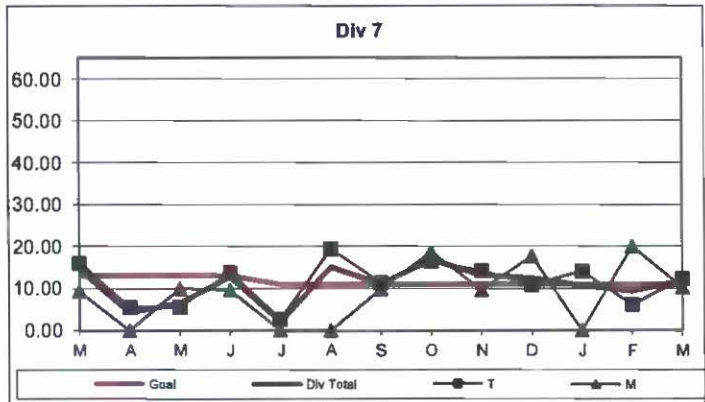
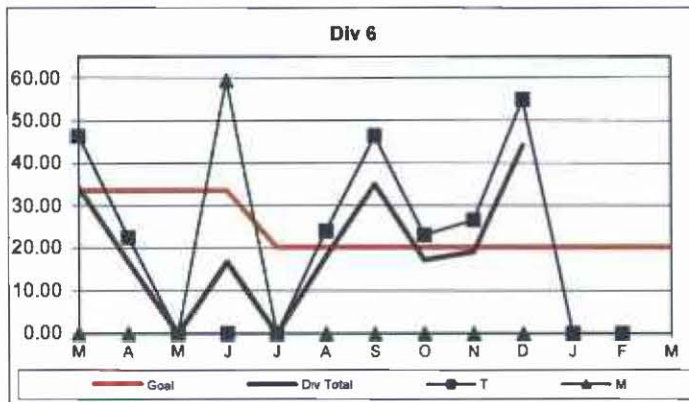
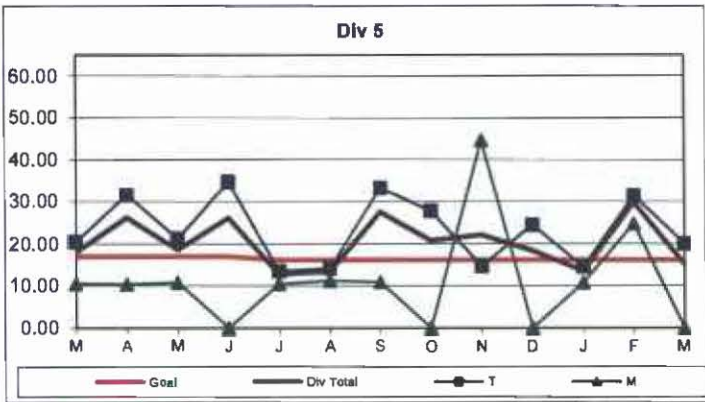
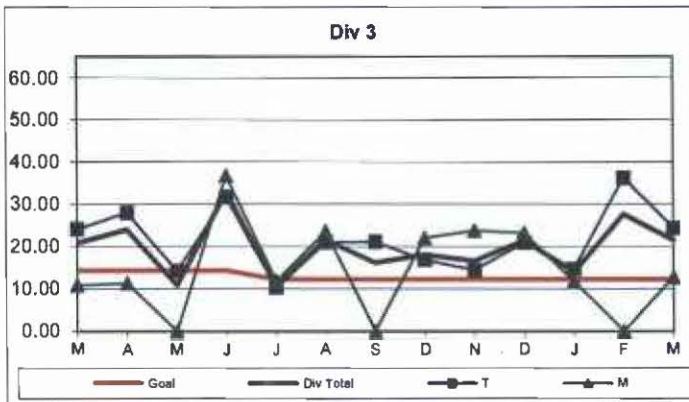
Bus Operating Divisions

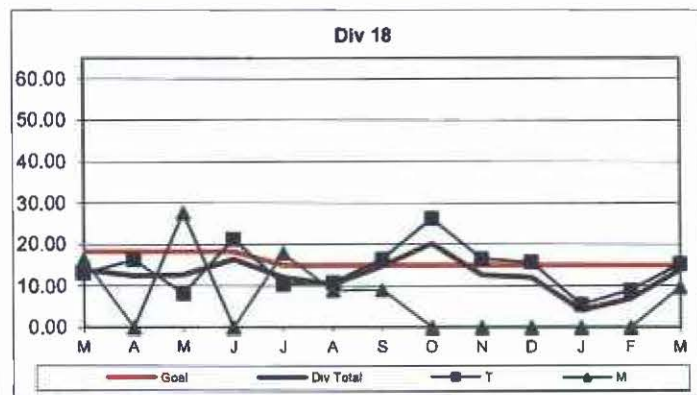
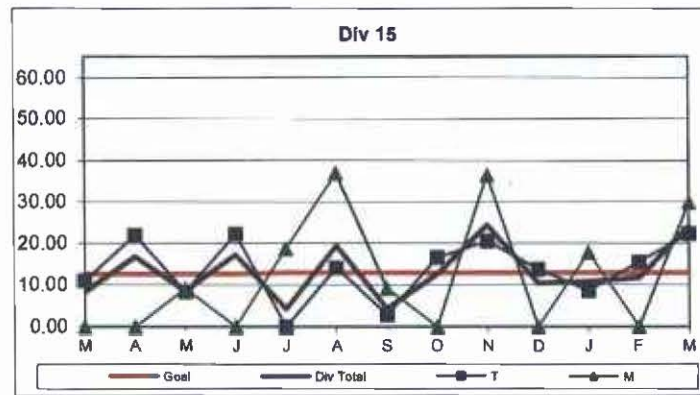
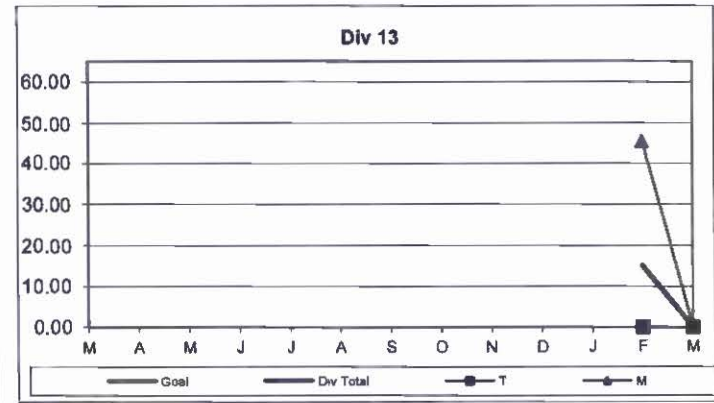
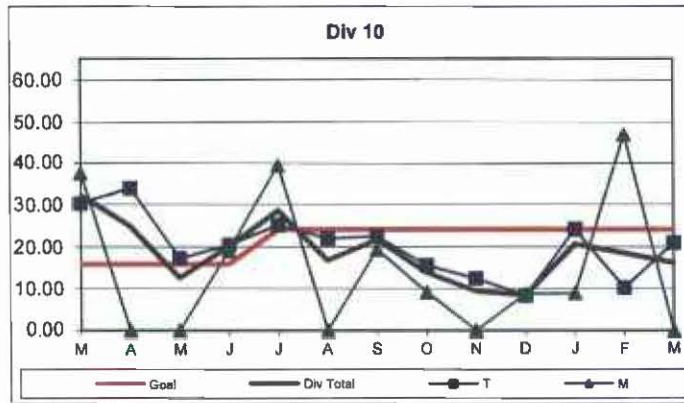
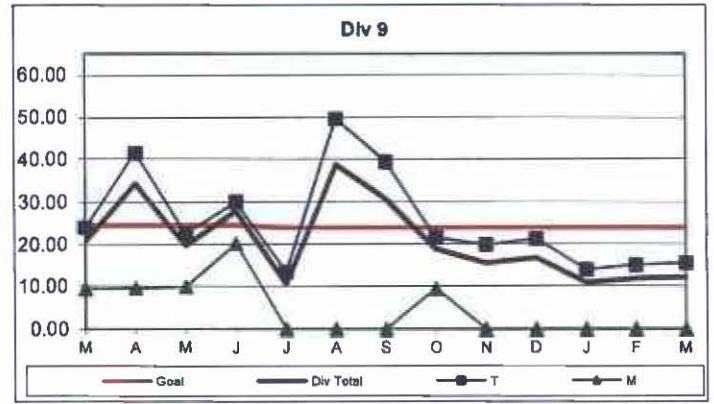
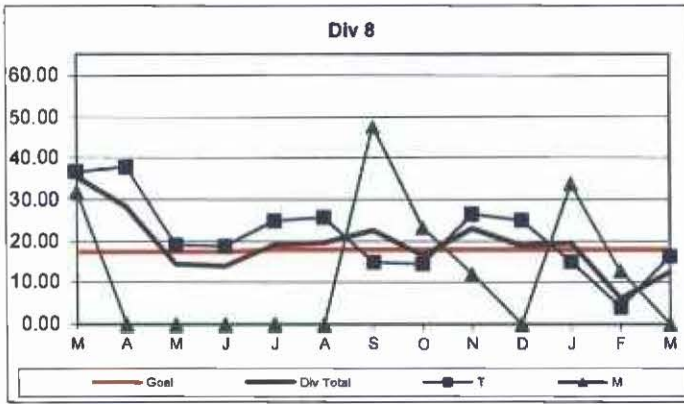
Definition: Number of new reported Workers Compensation Indemnity and Medical claims filed per 200,000 exposure hours. This indicator measures safety.

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



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

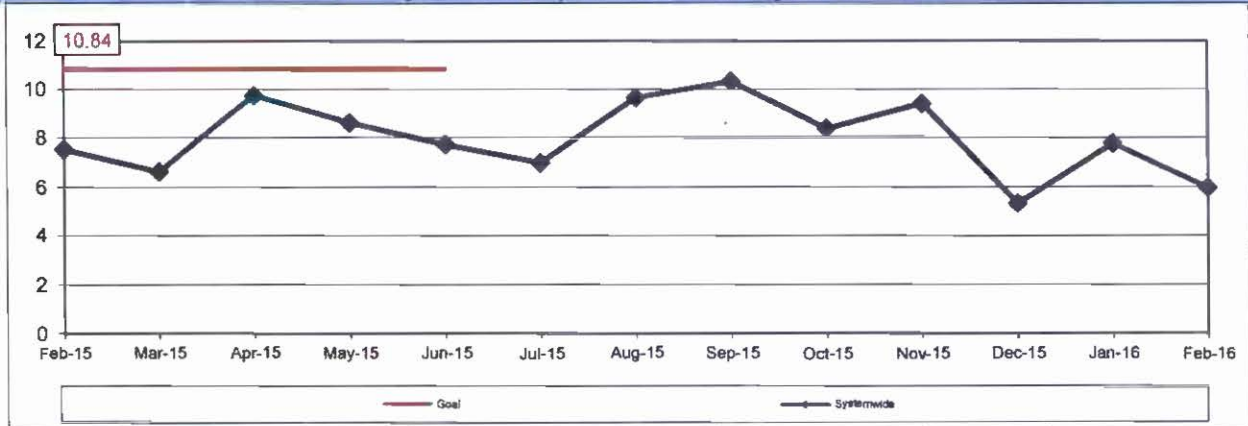
Definition: Work-related injuries and illnesses that result in: death, loss of consciousness, days away from work, restricted work activity or job transfer, or medical treatment beyond first aid which are filed per 200,000 exposure hours.

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

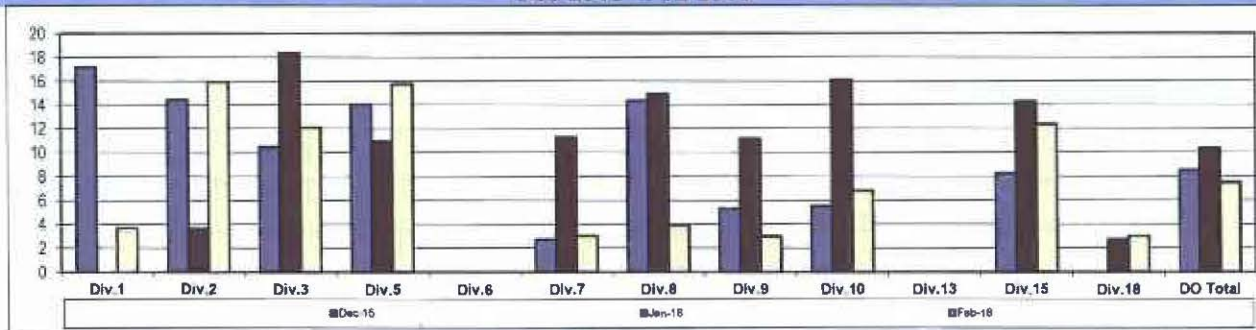
Bus Systemwide Operations OSHA Injuries Trend



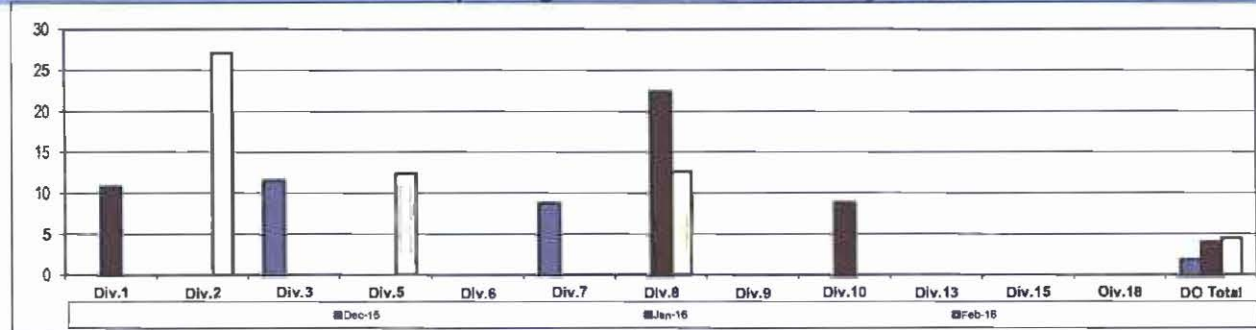
Remaining Below the Goal line is the target.

*no FY16 target

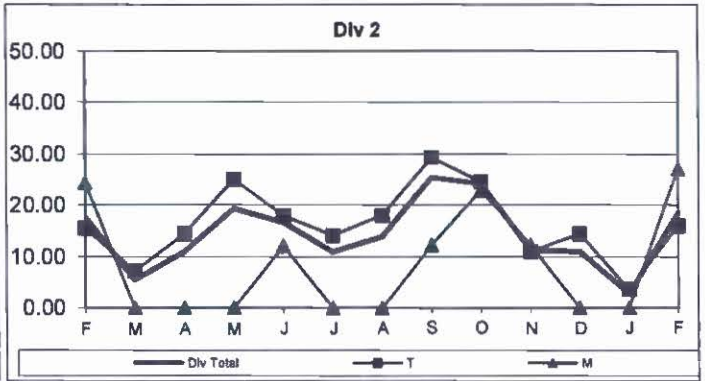
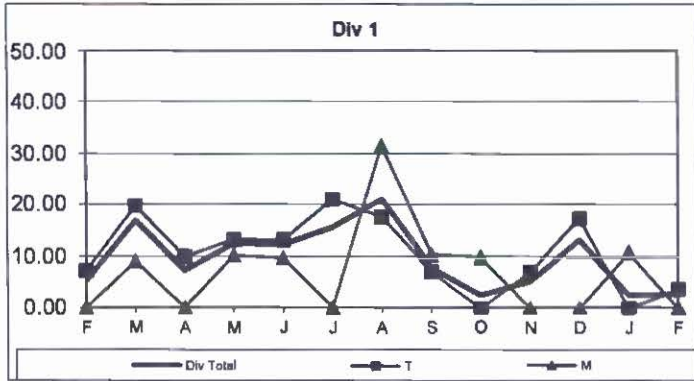
OSHA: Bus Operating Transportation Divisions - by Division Dec 2015 - Feb 2016



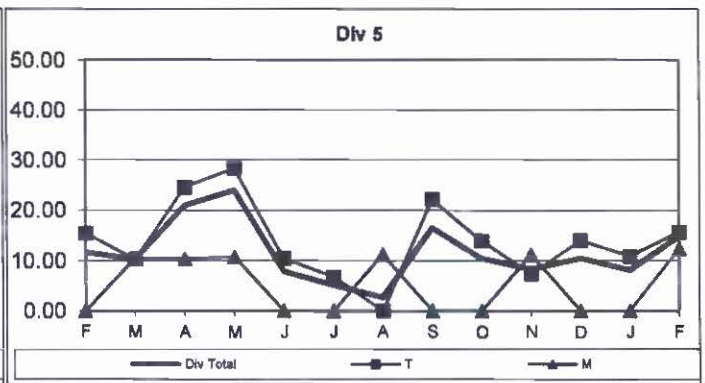
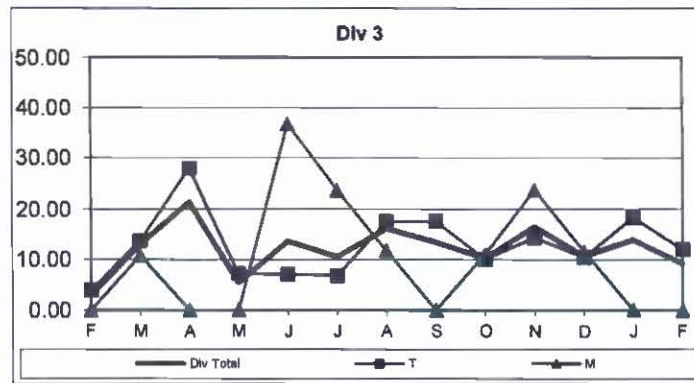
OSHA: Bus Operating Maintenance Divisions - by Division



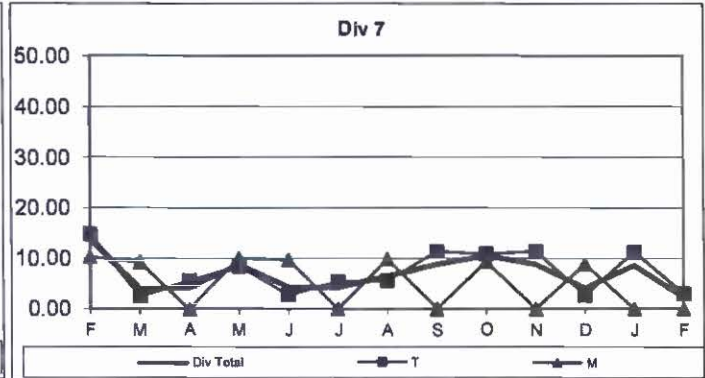
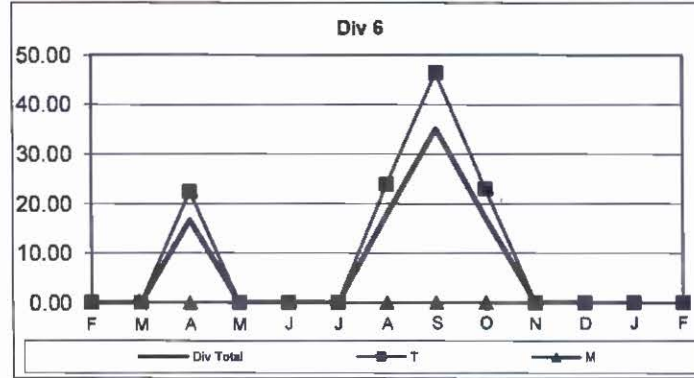
Remaining Below the Goal line is the target.
 One month lag in reporting.



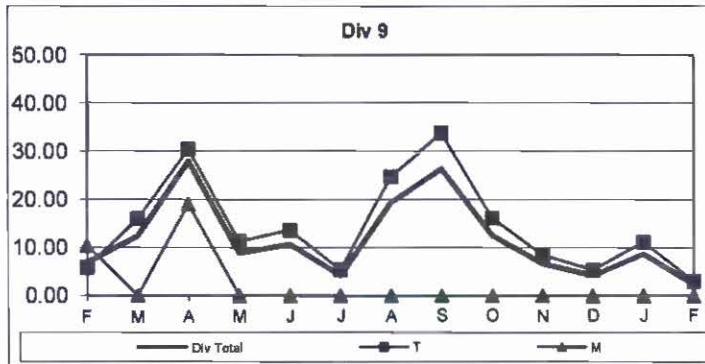
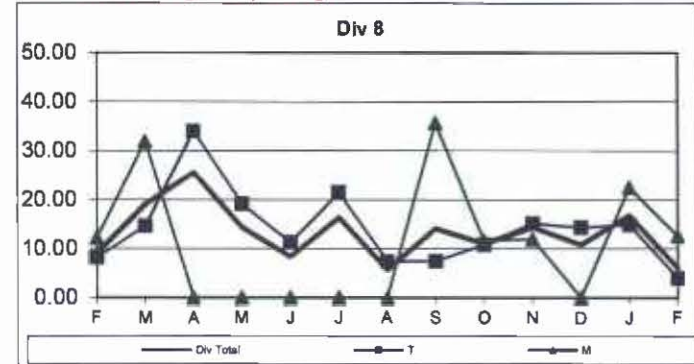
Remaining Below the Goal line is the target.
 One month lag in reporting.



One month lag in reporting.

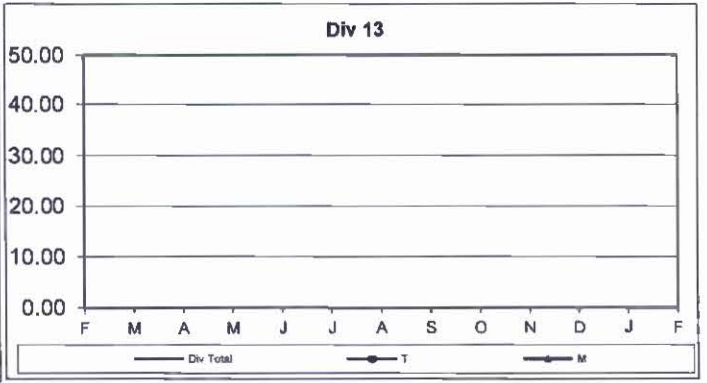
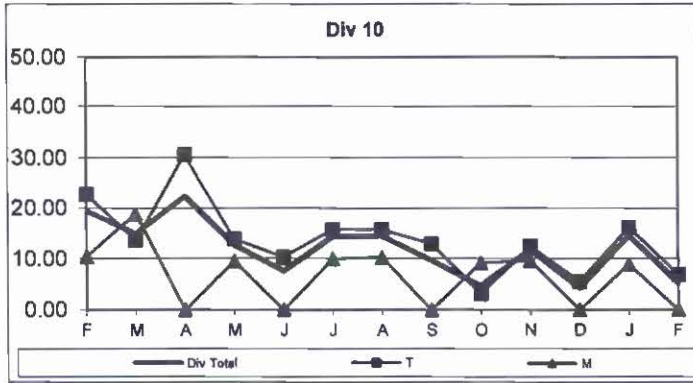


One month lag in reporting.

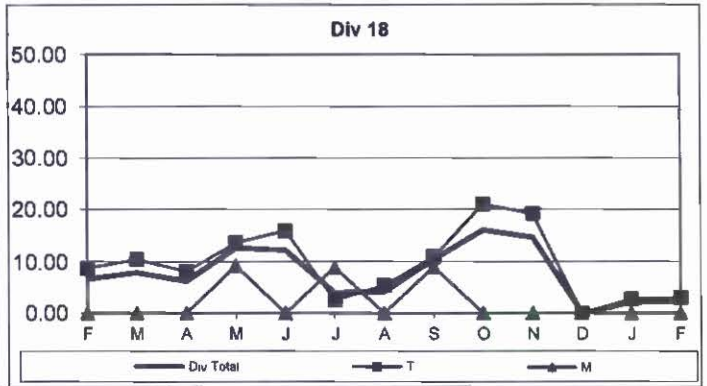
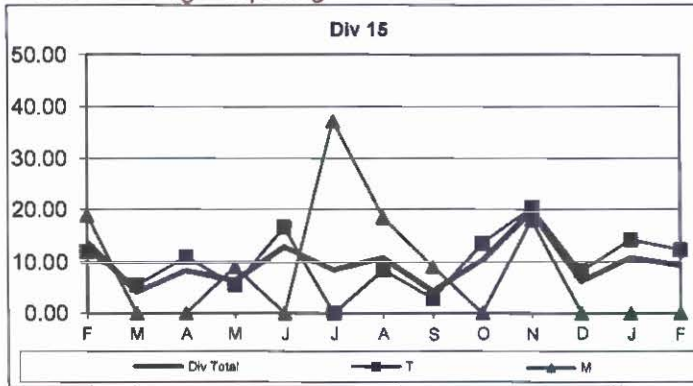


Remaining Below the Goal line is the target.

One month lag in reporting.



One month lag in reporting.



One month lag in reporting.

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

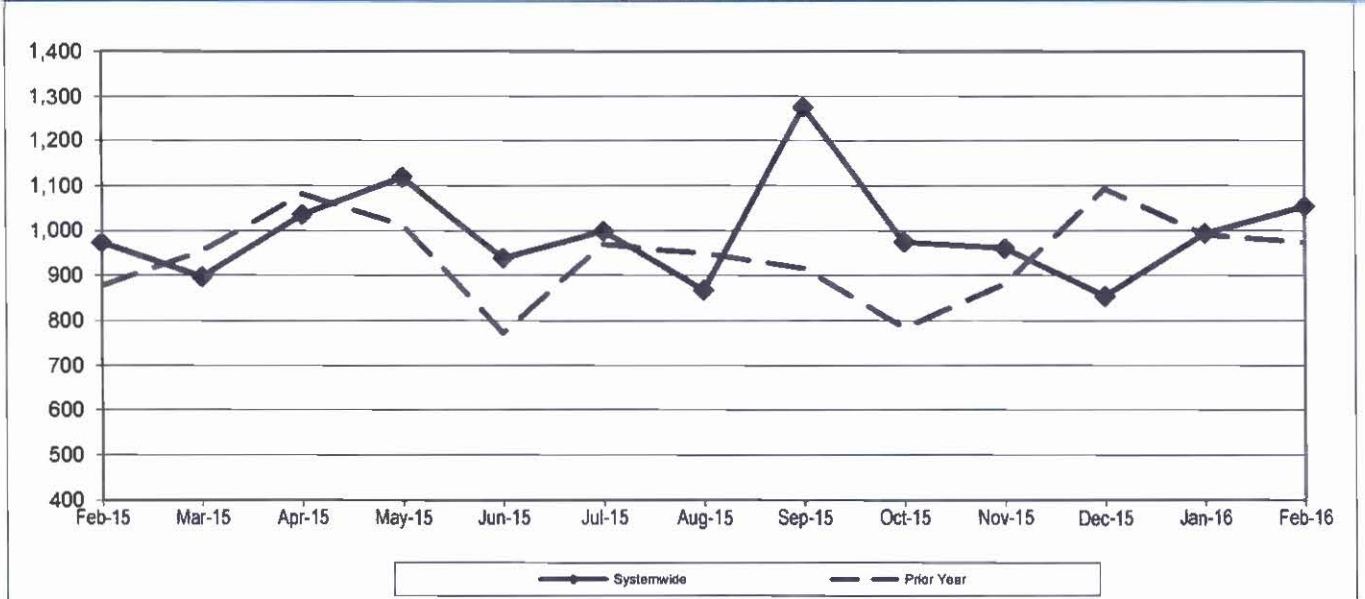
Systemwide and Bus Operating Divisions

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

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

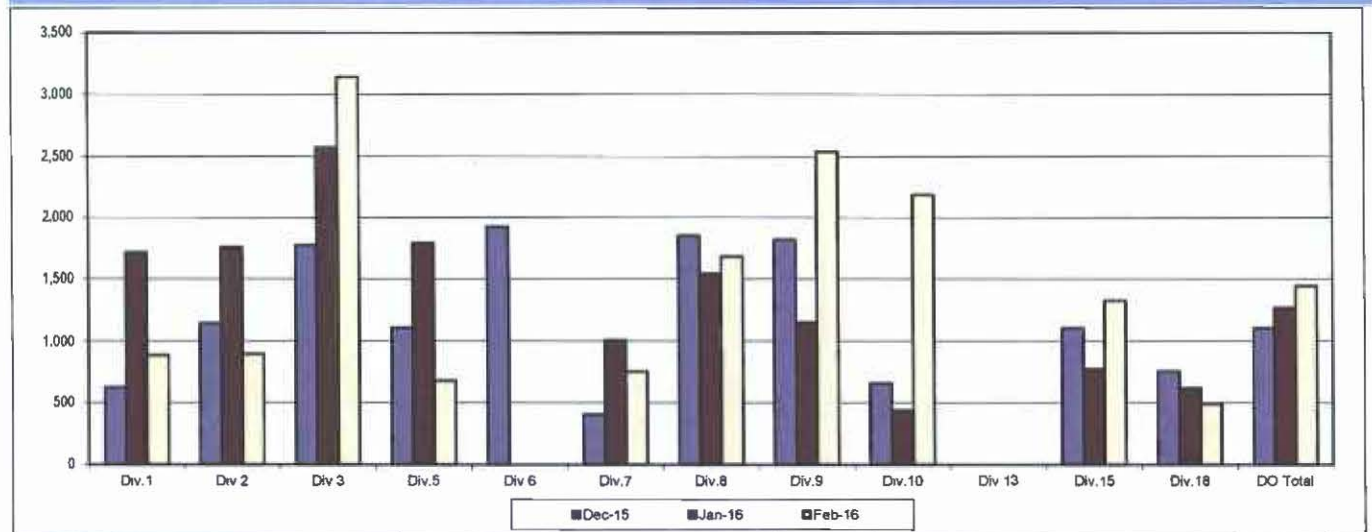
One month lag from current month

LWD Systemwide Trend



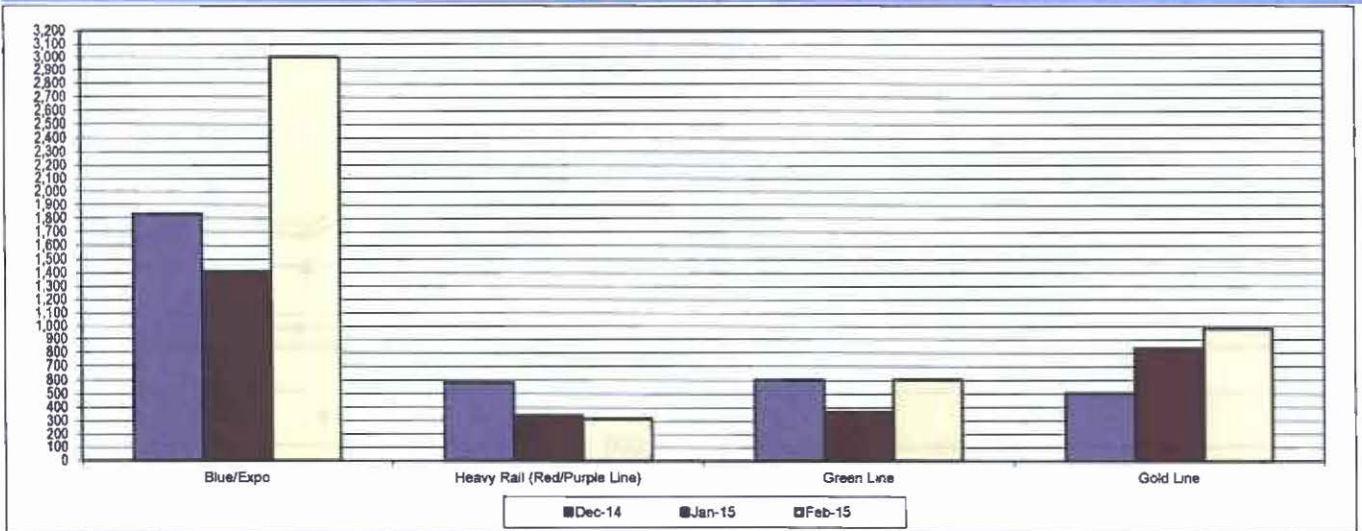
One month lag from current month

LWD/200,000 Exposure Hours per Operating Divisions - by Bus Division Dec 2015 - Feb 2016



One month lag from current month

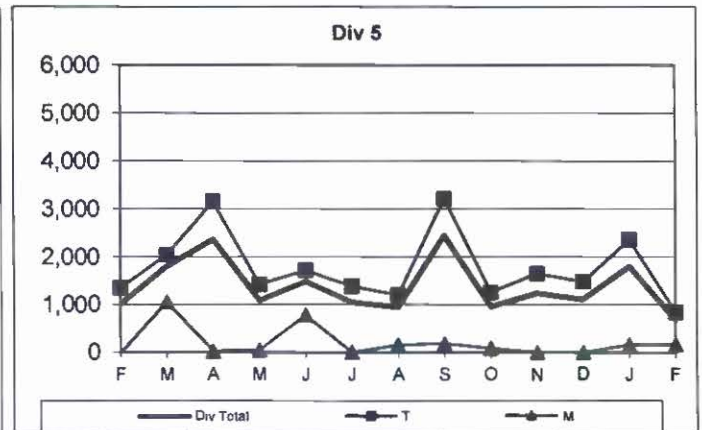
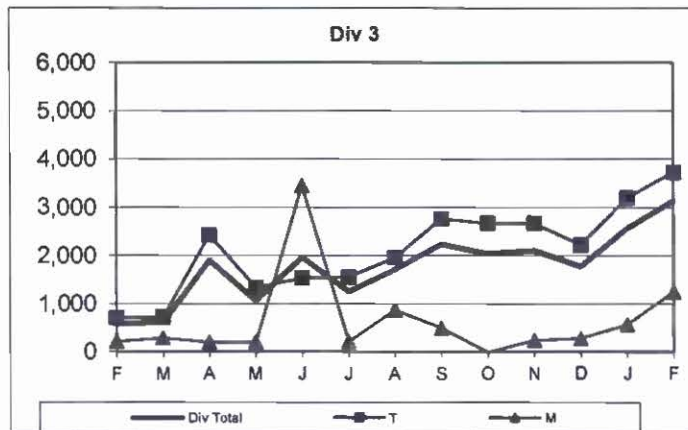
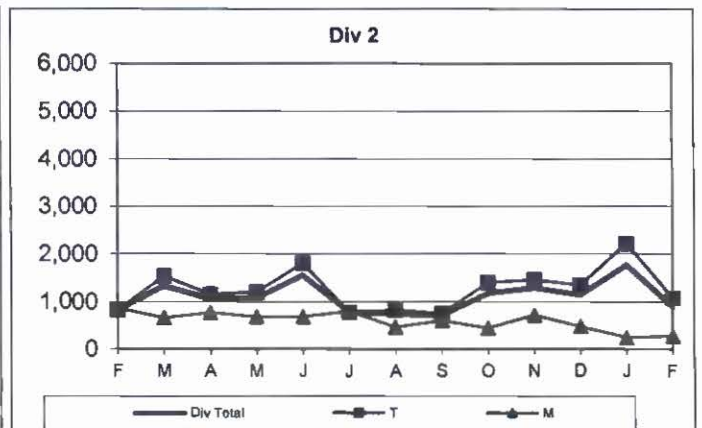
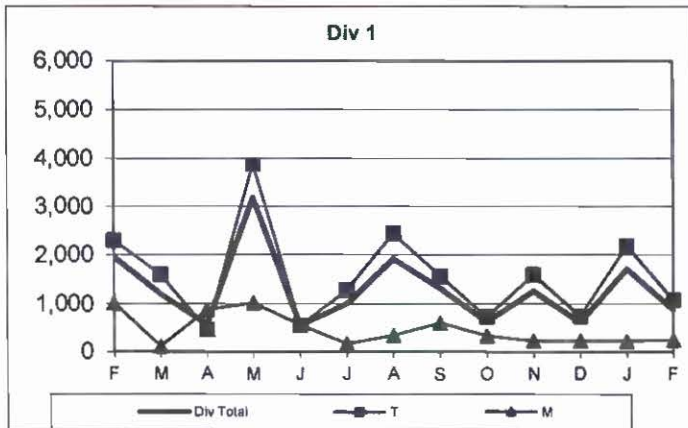
LWD/200,000 Exposure Hours per Operating Divisions - by Rail Division Dec 2015 - Feb 2016

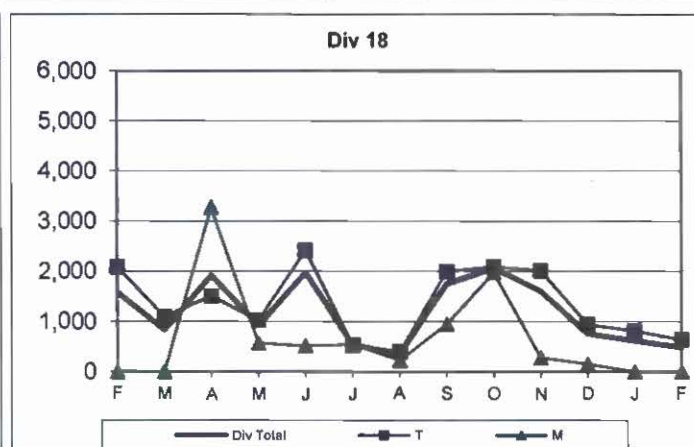
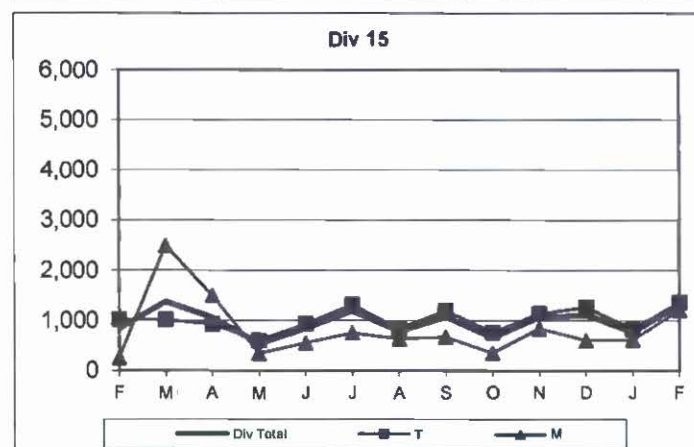
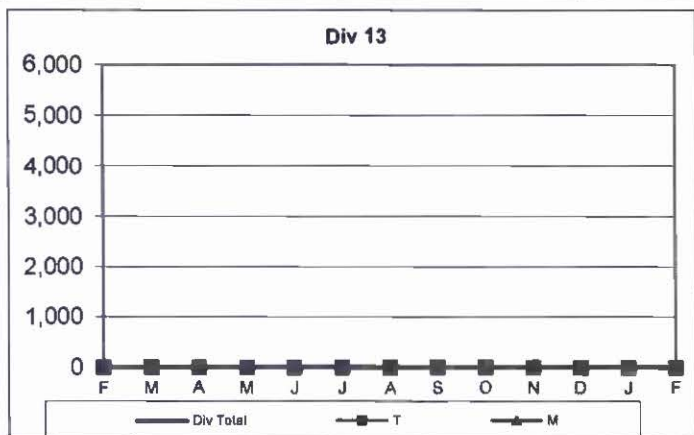
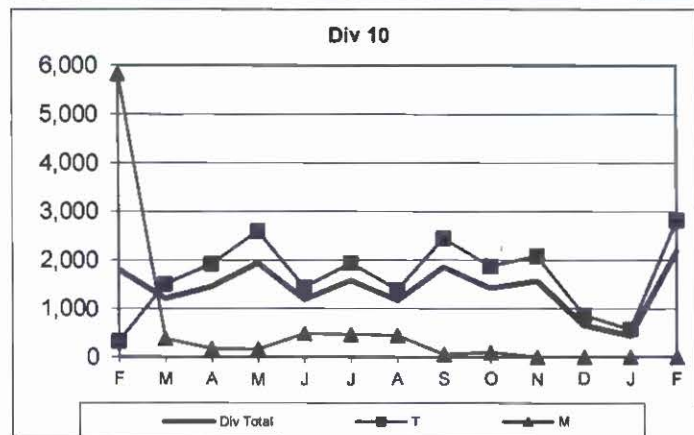
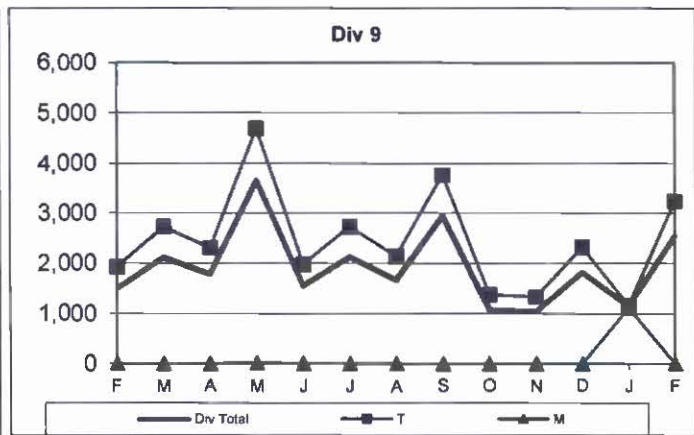
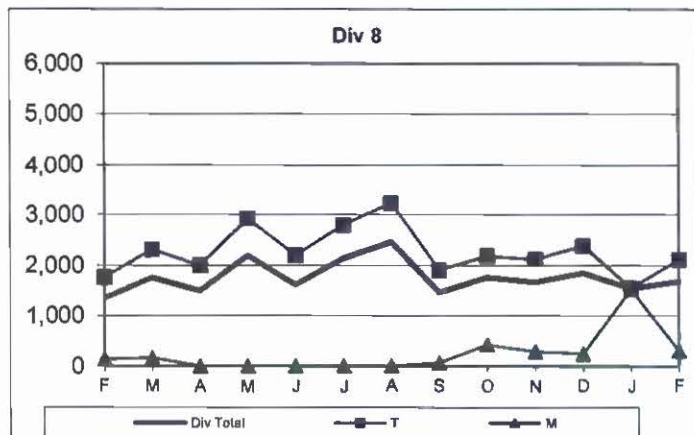
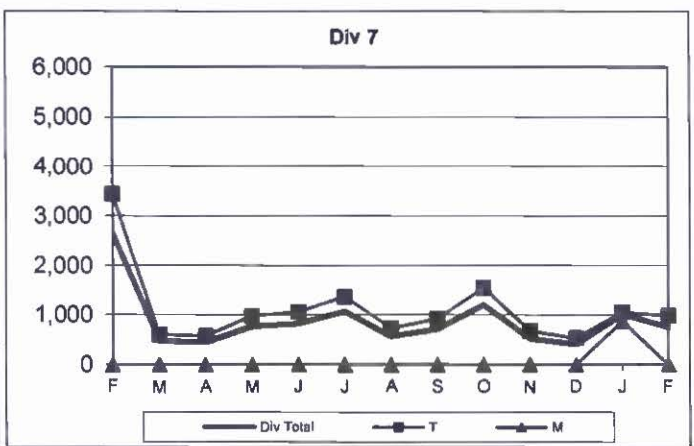
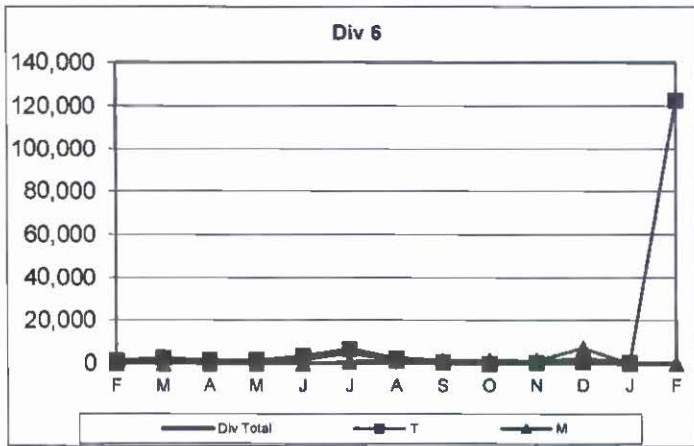


LWD/200,000 Exposure Hours per Operating Divisions - by Bus Division

One month lag in reporting.

Lower is better.





One month lag in reporting.

"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

**Monthly Calculations - Mar 2016
Metro Bus - Maintenance**

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

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

Maintenance												
Weight	1	2	3	5	7	8	9	10	13	15	18	
In-Service On-Time Performance	10%	68.7%	71.7%	71.8%	72.9%	76.2%	80.4%	76.0%	67.3%	73.2%	73.7%	70.0%
Points	2	6	5	7	4	11	10	1	8	9	3	
Miles Between Total Road Calls	30%	2,541.9	3,074.9	4,793.7	5,697.3	4,270.1	4,886.7	3,328.1	2,713.5	2,994.0	3,763.9	3,924.3
Points	1	4	9	11	8	10	5	2	3	6	7	
Past Due PMPs	25%	0.209	0.000	0.000	0.008	0.004	0.000	0.002	0.015	0.000	0.000	0.000
Points	1	6	6	4	5	6	3	2	6	6	8	
Bus Cleanliness	25%	8.85	8.48	8.85	8.96	8.79	8.77	8.87	8.45	8.73	8.98	8.63
Points	4	2	8	10	7	6	9	1	5	11	3	
New WC Claims /200,000 Exp Hrs	10%	0.00	12.98	12.73	0.00	10.27	0.00	0.00	0.00	0.00	29.76	9.62
Points	6	2	3	6	4	6	6	6	6	1	5	
Totals		2.35	4.00	7.00	8.10	6.20	7.70	6.10	2.05	6.05	7.05	5.15
		10	9	4	1	5	2	6	11	8	3	7
FINAL RANKING		Maintenance Division Ranking (Sorted)										
DIV.		5	8	15	3	7	9	18	13	2	1	10
Score		8.10	7.70	7.05	7.00	6.20	6.10	5.15	5.05	4.00	2.35	2.05
Rank		1	2	3	4	5	6	7	8	9	10	11

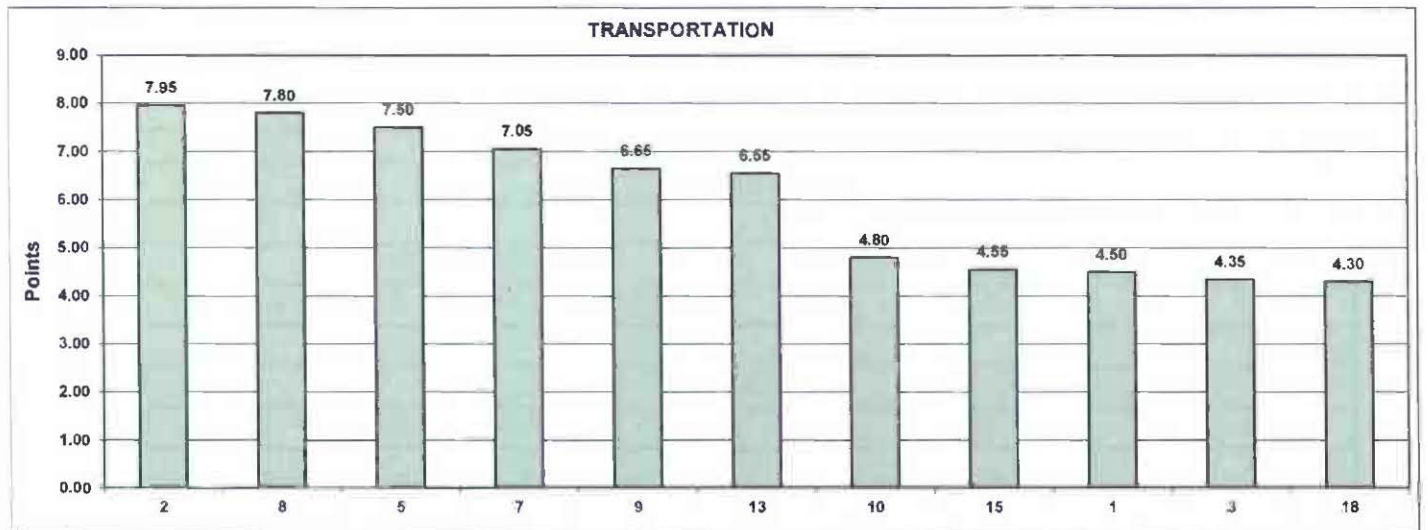


**Monthly Calculations - Mar 2016
Metro Bus - Transportation**

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

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

Transportation												
Weight	1	2	3	5	7	8	9	10	13	15	18	
In-Service On-Time Performance	20%	68.7%	71.7%	71.6%	72.9%	70.2%	80.4%	78.0%	67.3%	73.2%	73.7%	70.0%
Points	2	6	5	7	4	11	10	1	8	9	3	
Accident Rate	35%	4.76	3.99	5.81	4.43	3.76	1.84	2.58	5.24	3.54	4.04	5.75
Points	6	8	2	7	9	11	10	4	1	5	3	
Complaints/100K Boardings	35%	5.40	3.33	5.09	4.63	5.13	5.51	7.72	4.72	4.04	6.00	5.37
Points	4	11	7	9	6	3	1	8	10	2	5	
New WC Claims /200,000 Exp Hrs	10%	19.28	45.47	24.37	20.05	12.32	16.28	15.44	20.98	0.00	22.24	15.21
Points	6	1	2	5	10	7	8	4	11	3	9	
Totals		4.50	7.95	4.35	7.50	7.05	7.80	6.65	4.80	6.55	4.55	4.30
		9	1	10	3	4	2	5	7	6	8	11
FINAL RANKING		Transportation Division Ranking (Sorted)										
DIV.		2	8	5	7	9	13	10	15	1	3	18
Score		7.95	7.80	7.50	7.05	6.65	6.55	4.80	4.55	4.50	4.35	4.30
Rank		1	2	3	4	5	6	7	8	9	10	11



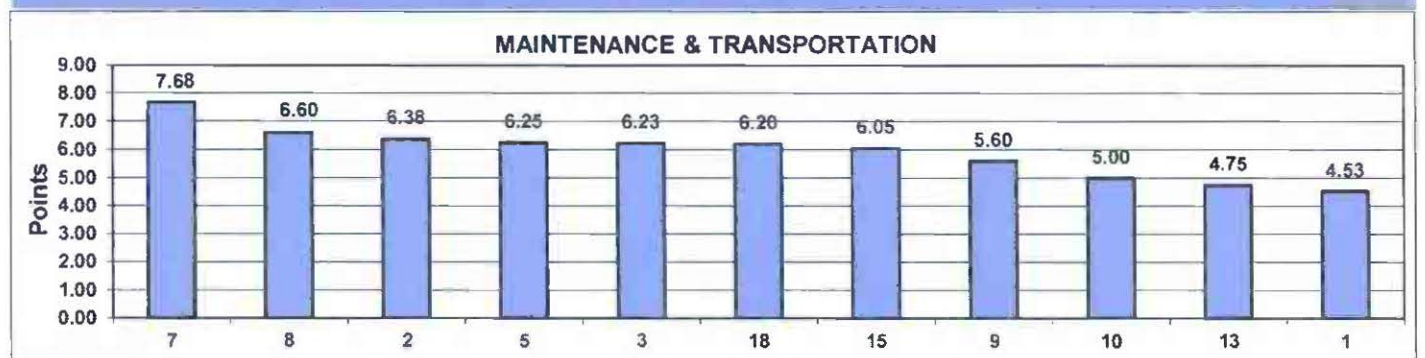
"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

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 with the other scores for that Division and sorted from high to low score.

Maintenance and Transportation												
Maintenance	Weight	1	2	3	5	7	8	9	10	13	15	18
In-Service On-Time Performance	5%	69.5%	71.2%	72.4%	72.0%	70.2%	83.1%	75.1%	68.1%	70.4%	74.4%	70.6%
Points		2	6	8	7	3	11	10	1	4	9	5
Miles Between Total Road Calls	15%	2,508.5	3,222.1	4,606.7	5,245.1	4,235.2	4,836.3	3,476.6	2,846.3	2,994.0	3,814.8	4,056.7
Points		1	4	9	11	8	10	5	2	3	6	7
Past Due PMPs	13%	0.142	0.002	0.000	0.006	0.003	0.011	0.006	0.009	0.000	0.000	0.000
Points		1	7	8	4	6	2	5	3	8	8	8
Bus Cleanliness	13%	8.605	8.388	8.886	8.767	8.914	8.923	8.682	8.348	5.772	9.072	8.625
Points		4	3	8	7	9	10	6	2	1	11	5
New WC Claims /200,000 Exp Hrs	5%	7.533	12.897	8.289	11.749	9.707	16.326	0.000	17.814	22.521	15.755	3.110
Points *		9	5	8	6	7	3	11	2	1	4	10
Transportation		1	2	3	5	7	8	9	10	13	15	18
In-Service On-Time Performance	10%	69.5%	71.2%	72.4%	72.0%	70.2%	83.1%	75.1%	68.1%	70.4%	74.4%	70.6%
Points		10	6	4	5	9	1	2	11	8	3	7
Accident Rate	18%	4.931	3.714	5.366	5.438	3.578	2.424	2.501	5.154	8.946	4.118	5.171
Points		6	8	3	2	9	11	10	5	1	7	4
Complaints/100K Boardings	18%	4.847	2.986	4.527	4.142	4.304	5.047	7.782	4.085	4.259	5.145	4.547
Points		4	11	6	9	7	3	1	10	8	2	5
New WC Claims /200,000 Exp Hrs	5%	9.718	27.379	24.759	21.805	10.911	14.744	14.759	18.913	0.000	15.158	9.703
Points *		9	1	2	3	8	7	6	4	11	5	10
Totals		4.53	6.38	6.23	6.25	7.68	6.60	5.60	5.00	4.75	6.05	6.20
		11	3	5	4	1	2	8	9	10	7	6
Maintenance and Transportation Division Ranking (Sorted)												
FINAL RANKING	DIV.	7	8	2	5	3	18	15	9	10	13	1
	Score	7.68	6.60	6.38	6.25	6.23	6.20	6.05	5.60	5.00	4.75	4.53
	Rank	1	2	3	4	5	6	7	8	9	10	11



Financial Status

March 2016

FTA Quarterly Review

May 25, 2016



Metro

Excellence in Service and Support

FY16 – Indicators

- **FY16 Q3 actual cash receipts from locally imposed sales tax revenues (PA, PC, MR) increased 2.0% over same period year ago and YTD = 2.7%.**
- **Local unemployment data is now equal to the overall rate of California:**
 - LA 5.4%, CA 5.4% and US 5.0%**
(LA declined 2.2% points from Mar 2015)
- **Inflation in the Los Angeles Metropolitan Area for the period ended Mar '16 = 1.7% over Mar '15**
 - Excluding Food and Energy, core inflation grew to 3.1%**
- **Transit indicators – FY 16 Q3**
 - Ridership versus prior year**
 - Bus: -7.6%**
 - Rail: -1.2%**
 - Total: -6.1%**
 - Fare revenues -8.5% vs prior year**



FY16 Q3 – Highlights

- Board approved the public outreach and review process of a proposed ballot measure.
- Board approved the CEO initiated Risk Allocation Matrix (RAM) and the associated Internal Savings Account.
- Developed the FY 17 budget using a Zero Based approach.
- Began Revenue Service on the Gold Line Foothill Extension to Azusa.

FY16 Q4 Look Ahead

- **Board consideration of the Proposed Ballot Measure for the November 2016 election**
- **Board review and potential adoption of the FY17 Budget**
 - **Proposed at 2.4% reduction from FY16**
- **Opening of the Expo Line Extension to Santa Monica**

Los Angeles County
Metropolitan Transportation Authority

METRO CONSTRUCTION SAFETY FTA Quarterly Review Meeting May 25, 2016



Metro

CONSTRUCTION SAFETY QUARTERLY REPORT



Crenshaw/LAX Transit Project

CRENSHAW/LAX TRANSIT PROJECT

- ❑ Metro participated in weekly WSCC Tool-Box Safety Meetings in January, February and March.
- ❑ Metro participated in WSCC Executive Safety Meetings on January 6th and March 2nd.
- ❑ Metro & WSCC conducted Executive Safety Walks on January 15th, 29th, February 12th, March 11th and 25th.
- ❑ Metro and WSCC conducted weekly Safety Briefings/Updates in March.
- ❑ Metro participated in WSCC's Subcontractor Safety Committee Meetings on Jan 13th, February 10th and March 16th.
- ❑ Limited, work location specific suspension of work for Crane Hoisting (Vernon Station)/Confine Space (I-405 Fwy. Bridge) violations and 8' Gas Line Strike (Vernon Station) which occurred on March 17th.
- ❑ Project-to-Date Total Work Hours: 2,308,966
- Recordable Injuries as of March 2016: 21
- Project Rate per 200,000 Labor Hours: 1.8
- National Heavy Construction Incident Rate: 3.0
- Total Time Away Injuries as of March 2016: 2



Metro

CONSTRUCTION SAFETY QUARTERLY REPORT



Westside Purple Line Extension
Section 1 Project

WESTSIDE PURPLE LINE EXTENSION SECTION 1 PROJECT

Project-to-Date Total Work Hours:	870,649
Recordable Injuries as of March 2016:	2
Project Rate per 200,000 Labor Hours:	0.5
National Heavy Construction Incident Rate:	3.0



Regional Connector Transit Corridor Project

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT

Project-to-Date Total Work Hours:	810,707
Recordable Injuries as of March 2016:	4
Project Rate per 200,000 Labor Hours:	0.98
National Heavy Construction Incident Rate:	3.0



Metro

CONSTRUCTION SAFETY QUARTERLY REPORT



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



Metro

Crenshaw/LAX Transit Project

FTA QUARTERLY REVIEW – May 25, 2016



Crenshaw/LAX Transit Project Overview



Project Cost Reporting: LOP Budget, Changes and Expenditures

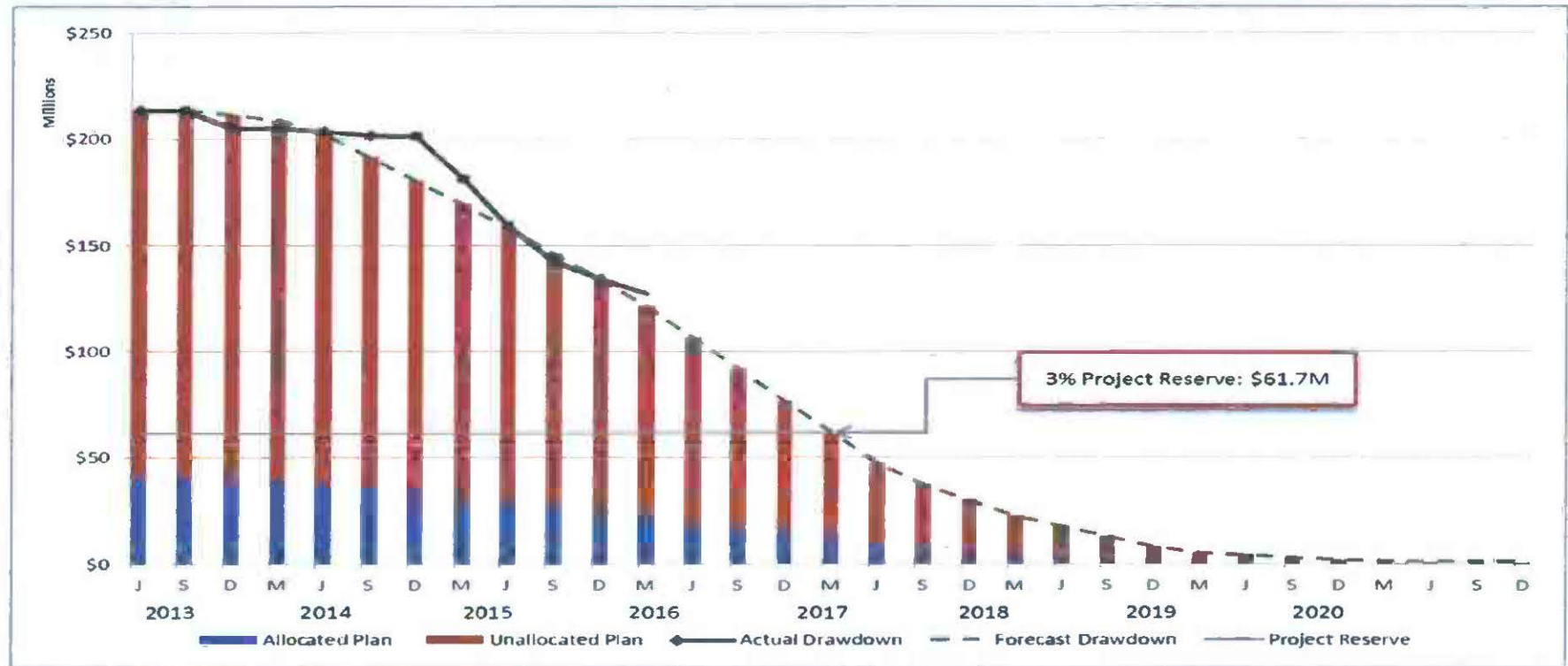
UNITS IN DOLLARS

SCC CODE	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS			EXPENDITURES			CURRENT FORECAST			CURRENT BUDGET/ FORECAST VARIANCE
			PERIOD	TO DATE	PREVIOUS	PERIOD	TO DATE	PREVIOUS	PERIOD	TO DATE	PREVIOUS	PERIOD	TO DATE	
10	GUIDEWAYS	471,335,000	-	452,500,001	443,245,043	-	443,245,043	133,909,424	22,771,009	149,303,404	450,354,374.89	-	450,354,375	(2,145,626)
20	STATIONS	153,906,000	-	316,050,000	301,776,720	-	301,776,720	126,032,672	3,264,895	124,698,158	315,050,000.00	-	315,050,000	(1,000,000)
30	SOUTHWESTERN YARD	66,673,000	-	73,245,544	71,053,330	-	71,053,330	10,973,020	317,705	11,290,725	71,164,000.00	-	71,164,000	(2,081,544)
40	SITWORK/SPECIAL CONDITIONS	235,576,000	-	348,565,999	363,284,210	381,101	363,665,311	240,410,893	6,104,126	244,426,186	374,600,832.09	344,793	374,945,625	26,379,626
50	SYSTEMS	125,132,000	-	169,311,000	152,322,830	-	152,322,830	2,505,183	358,754	2,566,091	169,436,000.00	-	169,436,000	125,000
CONSTRUCTION SUBTOTAL (10-50)		1,052,622,000	-	1,359,672,544	1,331,682,133	381,101	1,332,063,234	513,831,192	32,816,489	532,284,565	1,380,605,207	344,793	1,380,950,000	21,277,456
60	RIGHT-OF-WAY	132,294,000	-	127,400,000	113,578,644	14,469	113,593,112	111,251,125	1,036,000	112,287,125	127,490,000.00	-	127,490,000	90,000
70	LRT VEHICLES	87,780,000	-	82,100,000	82,050,901	-	82,050,901	11,656,698	-	11,656,698	83,571,544.00	-	83,571,544	1,471,544
80	PROFESSIONAL SERVICES	273,147,000	-	300,093,178	250,734,543	26,192,626	276,927,169	217,260,270	4,729,632	221,391,609	341,603,082.29	624,997	342,228,079	42,134,901
CONSTRUCTION SUBTOTAL (10-80)		1,545,843,000	-	1,869,265,722	1,778,046,220	26,588,196	1,804,634,416	853,999,286	38,582,121	877,619,997	1,933,269,833	969,789	1,934,239,623	64,973,901
90	UNALLOCATED CONTINGENCY	177,157,000	-	162,734,278	-	-	-	-	-	-	98,730,166.73	(969,789)	97,760,377	(64,973,901)
100	FINANCE CHARGES	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL PROJECT 865512 with SWY 49% (10-100)		1,723,000,000	-	2,032,000,000	1,778,046,220	26,588,196	1,804,634,416	853,999,286	38,582,121	877,619,997	2,032,000,000	-	2,032,000,000	-
ENVIRONMENTAL/PLANNING - 405512		5,526,150	-	5,526,150	5,526,150	-	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	20,023,237	-	20,023,237	20,473,850	-	20,473,850	-
TOTAL PROJECTS 405512 & 465512 (ENV / PLAN'G)		26,000,000	-	26,000,000	25,549,388	-	25,549,388	25,549,388	-	25,549,388	26,000,000	-	26,000,000	-
TOTAL PROJECTS 405512, 465512 & 865512		1,749,000,000	-	2,058,000,000	1,803,595,608	26,588,196	1,830,183,803	879,548,673	38,582,121	903,169,385	2,058,000,000	-	2,058,000,000	-

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



Budget Contingency Drawdown



PROJECT COST CONTINGENCY (through 02-Apr-2016)

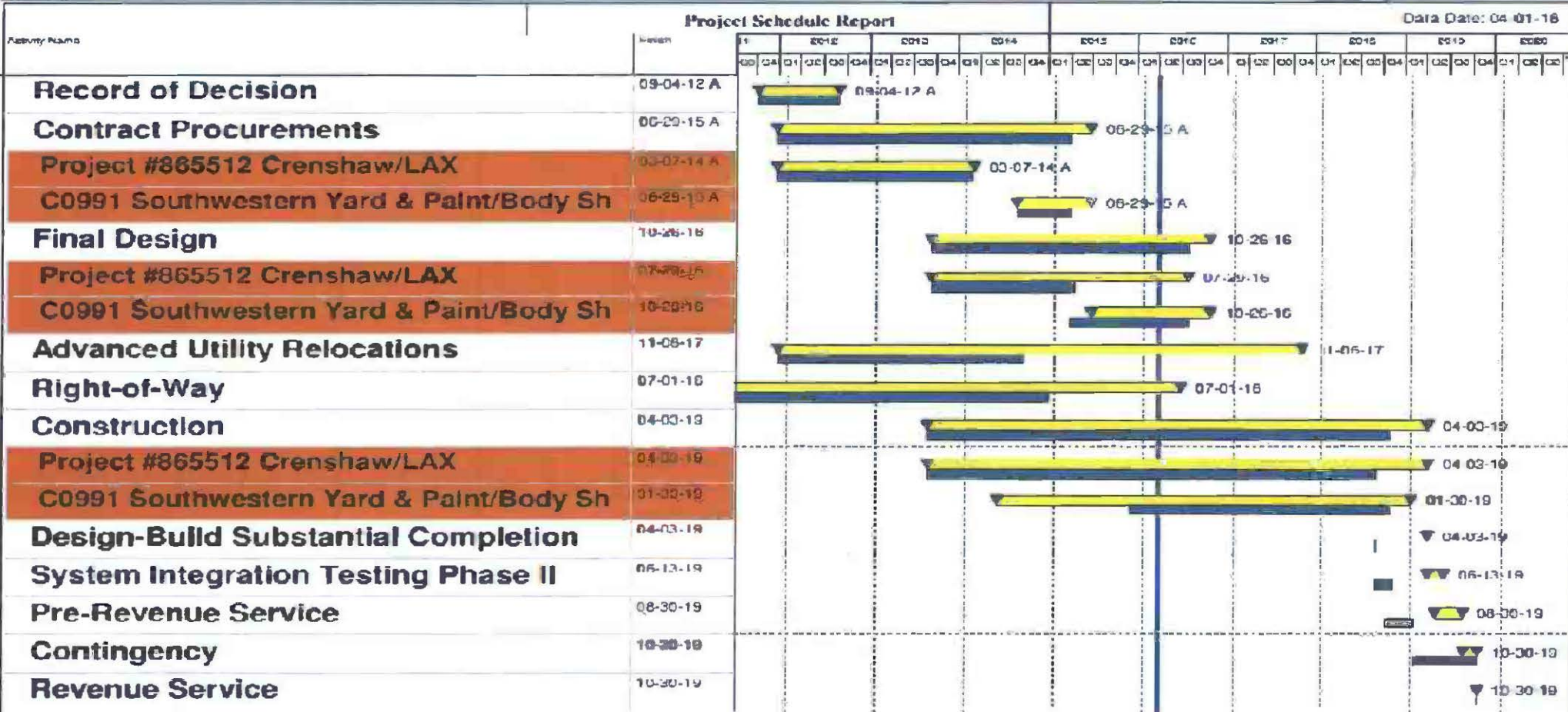
UNITS IN DOLLARS

	Original Contingency (Budget)	Previous Period	Current Period	To-Date	Remaining Contingency (Forecast)
Unallocated Contingency	173,500,000	(74,769,833)	(969,789)	(75,739,623)	97,760,377
Allocated Contingency	40,366,792	(10,647,760)	(106,173)	(10,753,933)	29,612,859
Total Contingency	213,866,792	(85,417,594)	(1,075,962)	(86,493,556)	127,373,236



Metro

Schedule Status Planned vs. Actual



Summary
 Baseline Summary
 Milestone

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
	137	LKC Design Accommodations for 96th Street Station Step 2, Part A	\$ 65,132.00	03/10/16
146	TPSS No. 2 Upgrade from 1.5 MW to 2.0 MW	\$ 46,802.00	03/29/16	
TOTAL			\$ 5,466,686.84	



Metro

Major Project Status

Construction Progress Status

- **Design-Build Contract C0988**

- WSCC is proceeding with construction all along the alignment
- Continuing tunnel segment production.
- Started placing of lower walls at Expo/Crenshaw Station.
- Commenced tunneling at Expo/Crenshaw Station heading south to MLK Station.
- Commenced mud slab and forming for first invert slab at MLK Station.
- Continuing excavation and lagging operations at Leimert Park Station.
- Continuing with placement of invert slabs at Underground Structure No. 1 in front of the LAX runways .
- Commenced Park Mesa Heights work.
- Continuing work on nearly all at-grade areas.
- Continuing work on all bridges.

- **Advanced Utility Contract C0990**

- LACMTA Board approved a close-out settlement agreement of \$2,655,807 on March 24, 2016.



Metro

Major Project Status

Construction Progress Status

- **Southwestern Yard (Division 16) – C0991**
 - Continuing interface discussions with alignment contractor
 - Received access to construction site on May 1, 2016
 - Commenced initial site preparation work

Major Project Status

Construction Progress Status

- **Community Relations**

- Held a community meeting with stakeholders and conducted small group meetings with businesses and residents in the Park Mesa Heights at-grade segment.
- Met with LADOT and Council District No. 8 to discuss temporary and long term parking solutions and community outreach in Park Mesa Heights.
- Held the “Halfway There” event on May 7, 2016.

- **Safety**

- WSCC reported 82,265 work hours without recordable incident for the month of March 2016. Total Project-to-Date work hours are 2,308,966 and 20 recordable incidents.



Top Risks and Mitigations

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

Open Discussion

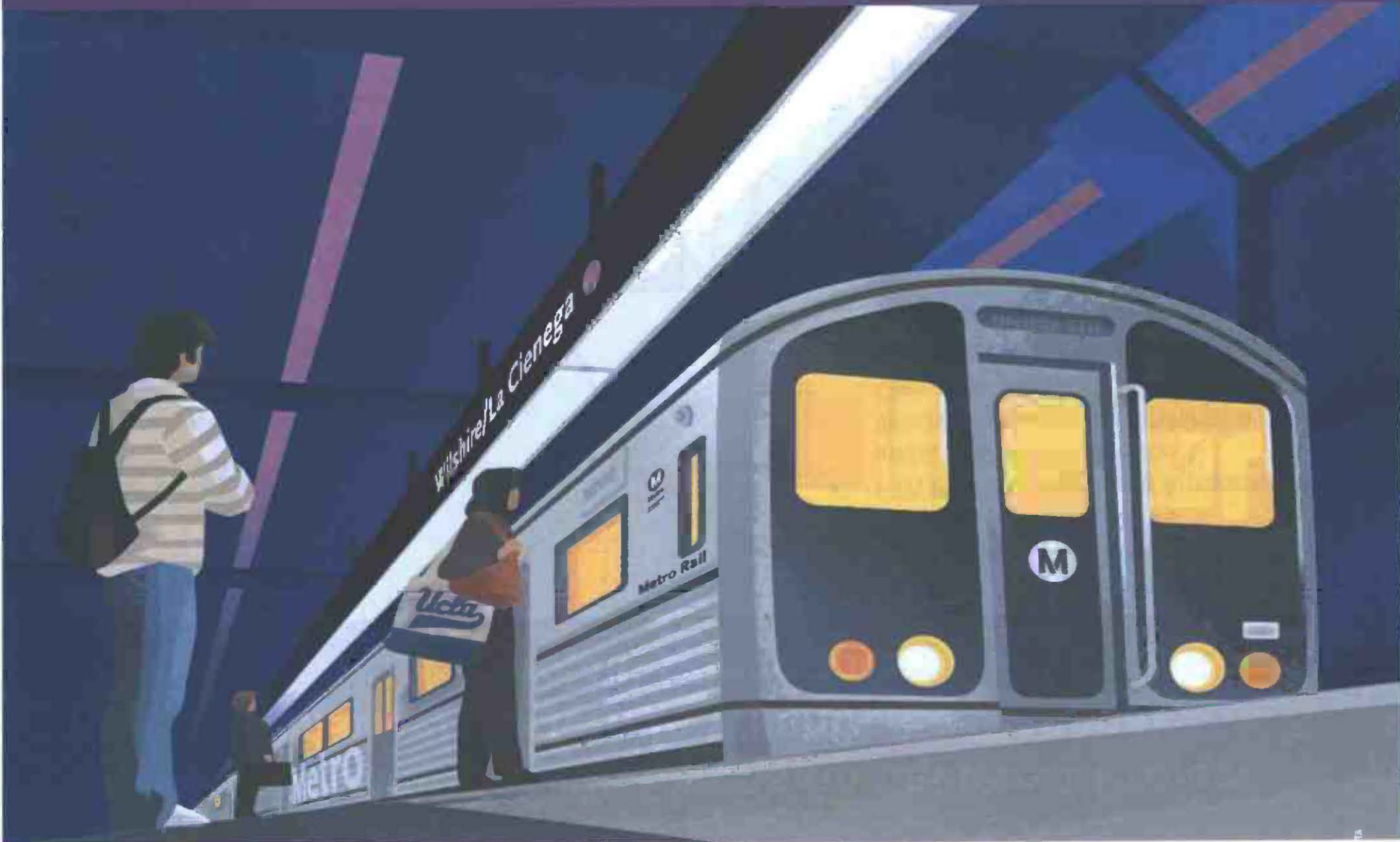


EXPOSITION/CRENSHAW STATION – Advancing TBM and thrust frame

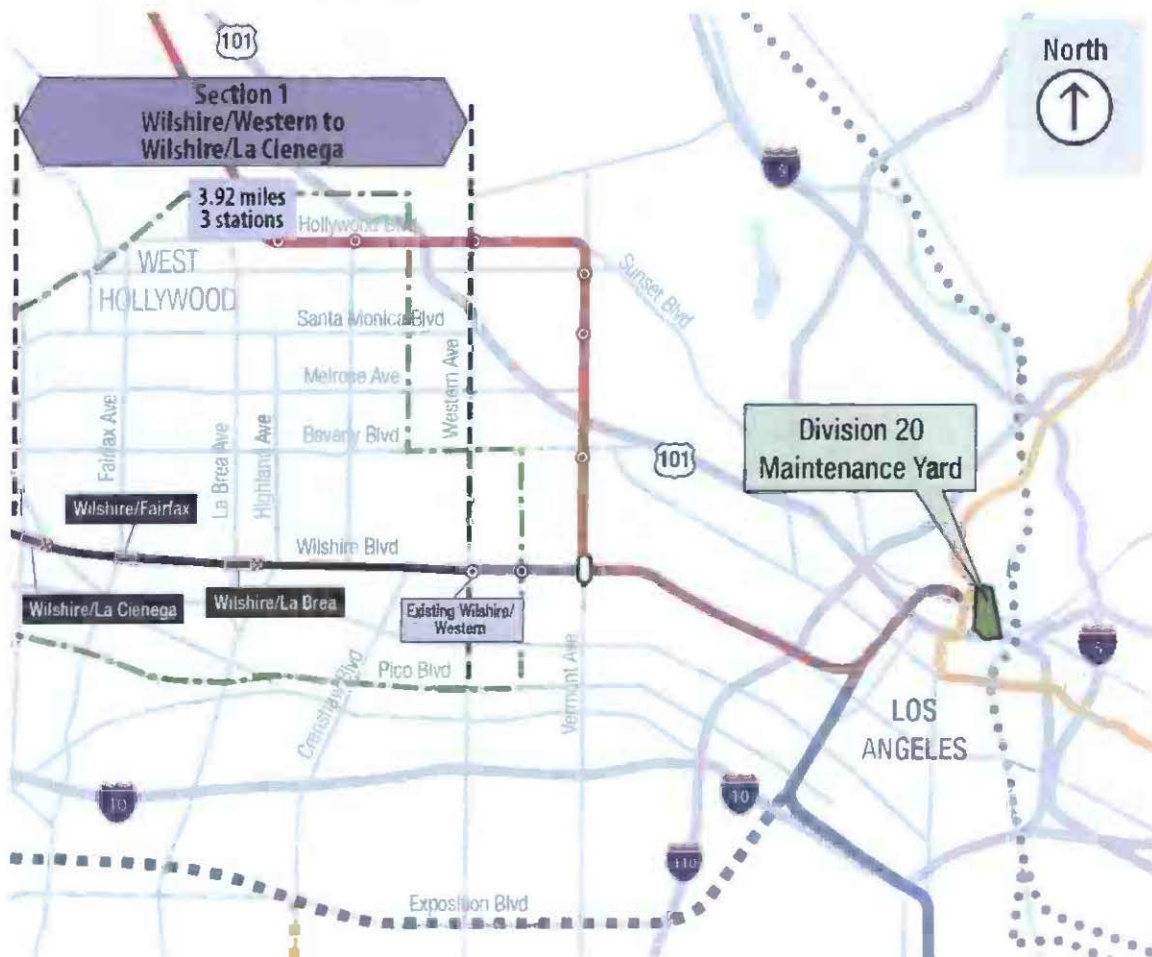


Metro

Westside Purple Line Extension Section 1 Project
FTA Quarterly Review Meeting
May 25, 2016

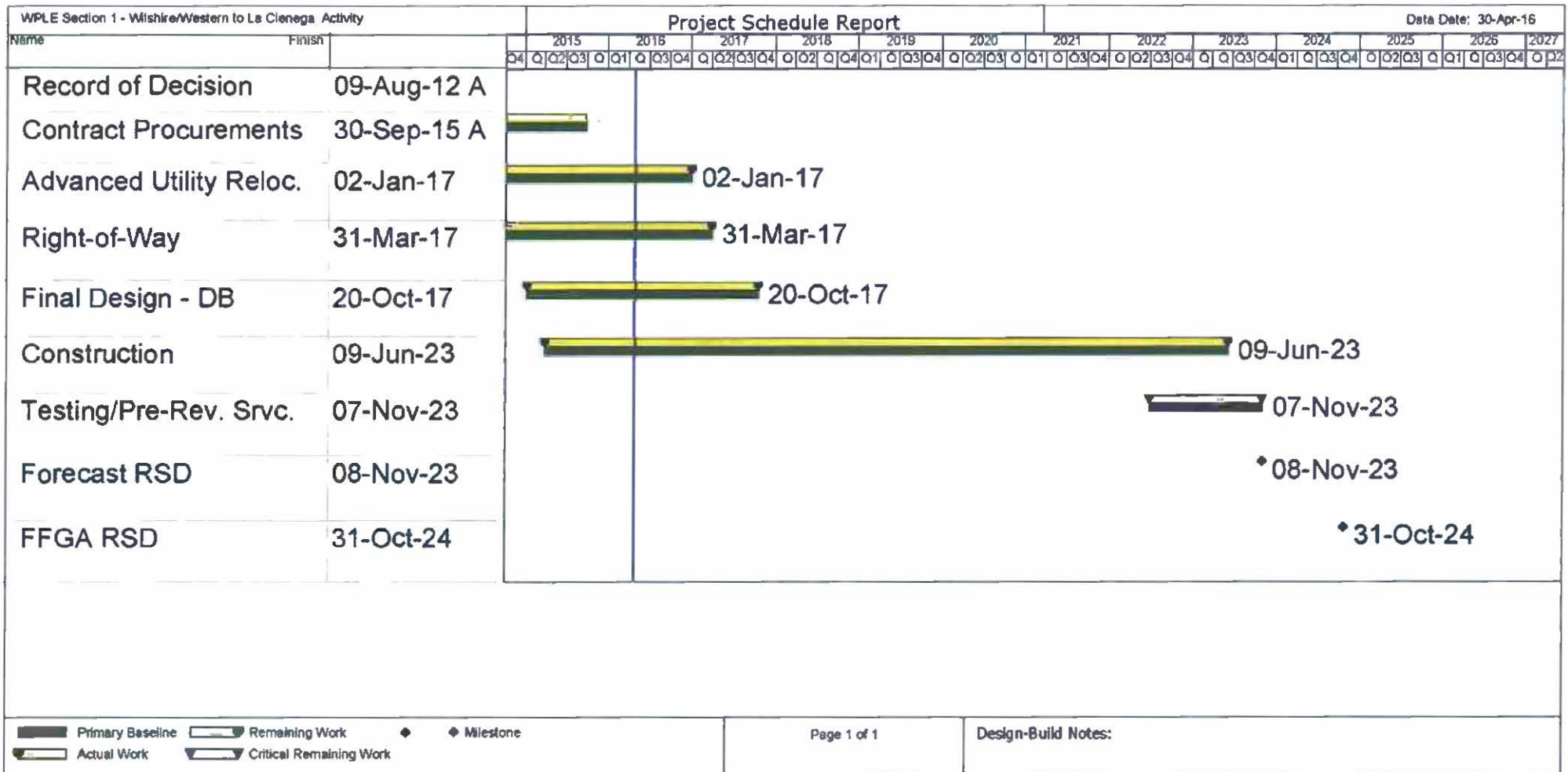


Westside Purple Line Extension Section 1 Project (Wilshire/Western to Wilshire/La Cienega) Project Description



- 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 Project Schedule Update



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

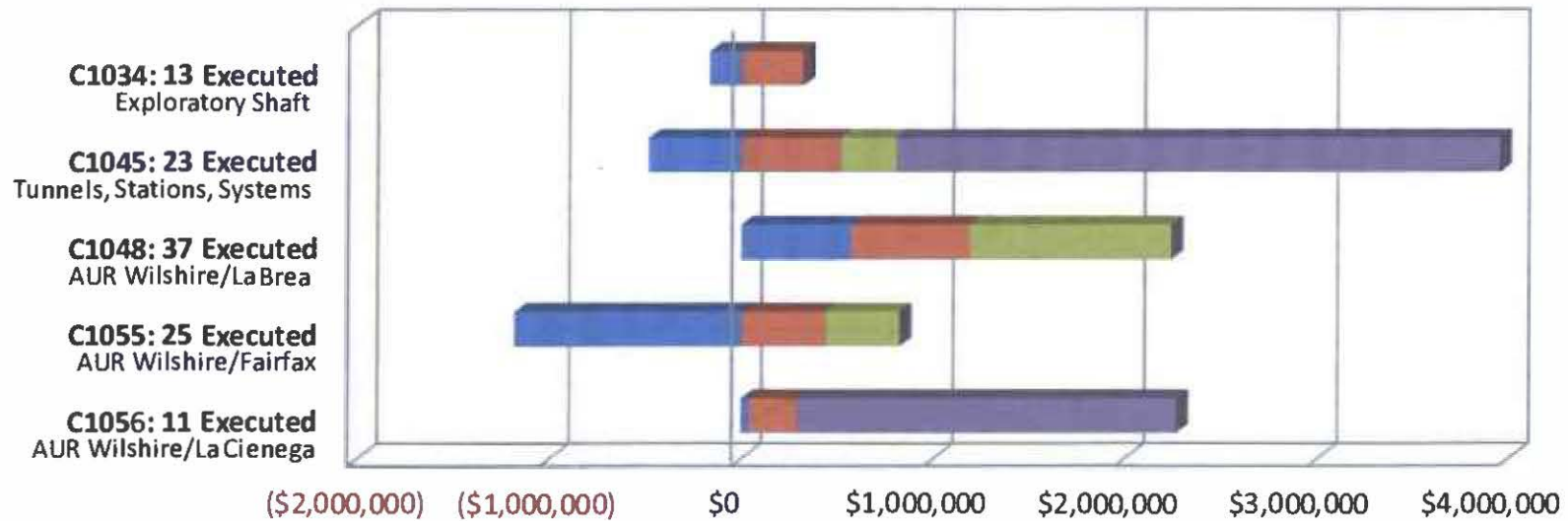
DOLLARS IN THOUSANDS

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	10,010	380,970	290
20	STATIONS, STOPS, TERMINALS, INTERMODAL	570,051	431,981	435,105	11,157	435,105	3,124
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	39,086	37,673	33,636	254.68	34,198	(3,475)
40	SITWORK & SPECIAL CONDITIONS	139,820	745,771	764,194	373,873	770,211	24,441
50	SYSTEMS	123,579	111,625	97,897	8,636	112,056	431
CONSTRUCTION SUBTOTAL (10-50)		1,437,616	1,707,730	1,711,801	403,930	1,732,540	24,810
60	ROW, LAND, EXISTING IMPROVEMENTS	212,475	135,103	175,634	132,890	135,103	-
70	VEHICLES	160,196	160,196	-	-	145,493	(14,703)
80	PROFESSIONAL SERVICES	410,342	410,926	260,135	190,012	413,417	2,491
SUBTOTAL (10-80)		2,220,629	2,413,955	2,147,571	726,832	2,426,553	12,599
90	UNALLOCATED CONTINGENCY	225,859	32,532	-	-	64,339	31,807
100	FINANCE CHARGES	375,470	375,470	-	-	331,065	(44,405)
TOTAL PROJECT (10-100)		2,821,957	2,821,957	2,147,571	726,832	2,821,957	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MARCH 2016 PLUS PENDING INVOICES FROM PB, WEST, C1045, C1056, AND C1078

The Commitments for SCC 60 – ROW, Land, Existing Improvements represent appraisal, acquisition and relocation costs of \$135.1, plus \$40.5 million that was set aside as an allocated real estate contingency. Metro has committed the \$40.5 million to SCC 60 as part of the annual budgeting process.

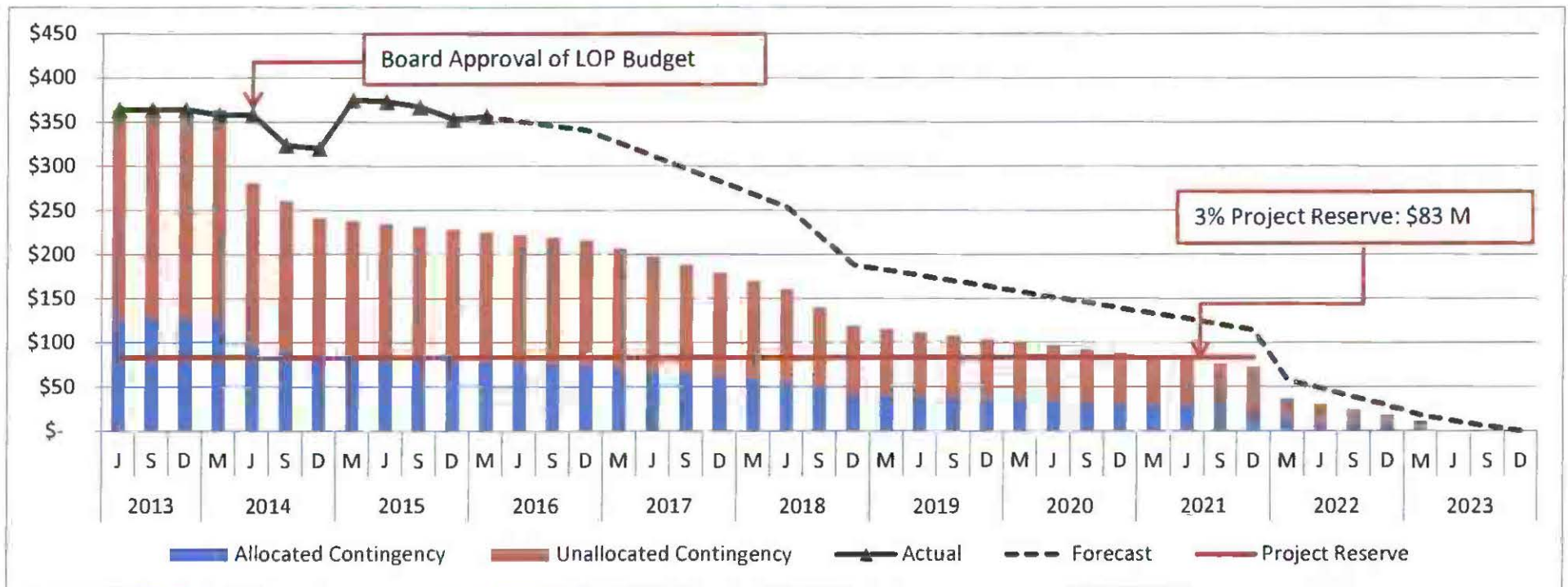
Westside Purple Line Extension Section 1 Project Contract Modifications (MODs) By Cost Level



	C1034 13 Executed	C1045 23 Executed	C1048 37 Executed	C1055 25 Executed	C1056 11 Executed	Total
■ Under \$100K	(164,288)	(483,082)	574,448	(1,179,119)	42,013	(1,210,027)
■ \$100K to \$250K	321,000	515,741	616,809	436,190	245,024	2,134,764
■ \$250K to \$1M	-	290,000	1,050,980	390,709	-	1,731,689
■ Over \$1M	-	3,150,000	-	-	1,983,179	5,133,179
Total Contract MODs	156,712	3,472,659	2,242,237	(352,220)	2,270,216	7,789,605
Contract Award Amount	6,487,020	1,636,418,585	6,181,000	14,430,000	20,250,000	1,683,766,605
% of Contract MODs	2.4%	0.2%	36.3%	-2.4%	11.2%	0.5%

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

Westside Purple Line Extension Section 1 Project Project Cost Contingency Drawdown



Westside Purple Line Extension Section 1 Project Key Project Issues

Division 20 MOW/NRV Building - Design/Build Contract C1078



Alternative A-1 Approved by the Metro Board of Directors



Architectural/Artwork building design review process

- Notice-To-Proceed for Contract C1078 was issued to Clark Construction Group on September 30, 2015.
- A Design Advisory Working Group was formed as directed in the MTA Board award of the C1078 Contract.
- On February 25, 2016, the MTA Board approved a future Contract Modification to Contract C1078 Clark Construction Group to revise the Baseline design of the building floor plans and site plan to Alternative A-1 based on input from the Design Advisory Working Group. The Board also approved a \$5 million increase to the Life Of Project Budget and directed staff to negotiate with the City of LA to allow as-needed access for City of LA maintenance vehicles.
- The Design Advisory Working Group met on April 13, 2016 to review the Alternative A-1 Building 3-D renderings to begin the architectural/artwork integrated design and Artist selection process.
- Next Design Advisory Working Group is scheduled for June 9, 2016.

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

Memorandum Of Agreement (MOA)

- Beverly Hills City Council staff is currently reviewing the Memorandum of Agreement; approvals by the Beverly Hills City Council and the MTA Board are expected in mid-2016.

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



C1056 Contractor preparing waterline trench



C1056 Contractor potholing sewer lateral

Wilshire/La Cienega AUR – Contract C1056

- Issued Notice To Proceed on January 12, 2015.
- Milestone 1 completion and acceptance of all SCE power vaults and ducts was achieved on April 28, 2016, 2 ½ months ahead of schedule.
- Contractor is on schedule for substantial completion in December 2016.

Other Third Party Coordination

- The two other AUR Contracts at Wilshire/La Brea and Wilshire/Fairfax were completed on-time.
- The LADWP power relocations at the Wilshire/Fairfax Station are on-going and anticipated to complete by October 2016.
- City of Beverly Hills sewer, water and storm drain relocations continue. Work is on track for substantial completion in December 2016 in advance of the turnover date to the C1045 Contractor.

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



Jet Grouting Preparation at Wilshire/Detroit



South side Wilshire/La Brea Station Pile installation

Final Design

- Final Design for the tunnels, three subway stations, trackwork, and systems is 85% complete overall.

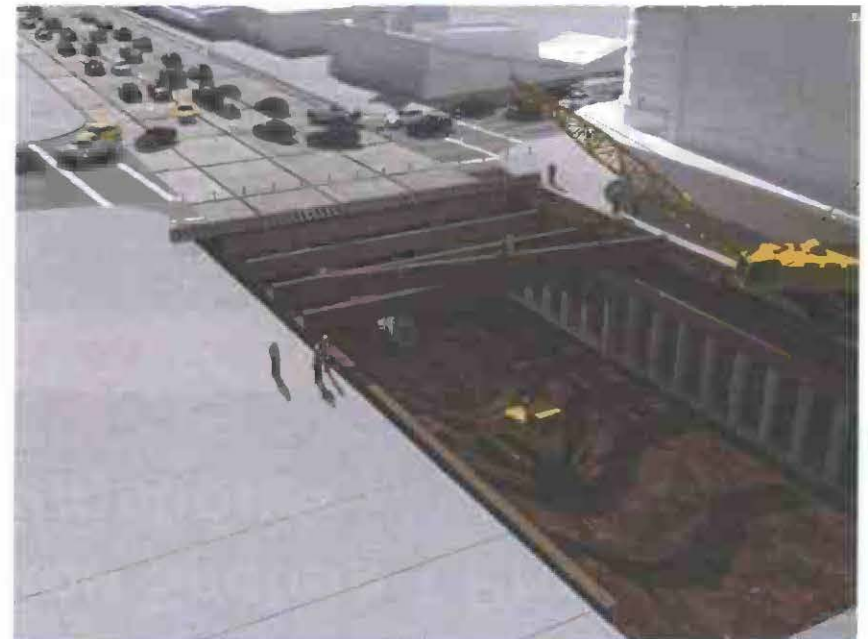
Construction

- 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 and installation is planned to begin on June 10, 2016.
- North side piles for the Wilshire/La Brea Station box are complete, south side piles installation is underway.
- Tunnel Boring Machines (TBM) are being fabricated.
- Jet grouting continues at Wilshire/La Brea and Wilshire/Western.
- Preparation for the installation of piles is being performed for the Wilshire/Fairfax station.

Westside Purple Line Extension Section 1 Project C1045 Tunnels, Stations and Systems Design/Build Contract Wilshire/La Brea Construction Progress

Decking- June 2016 through Fall 2016

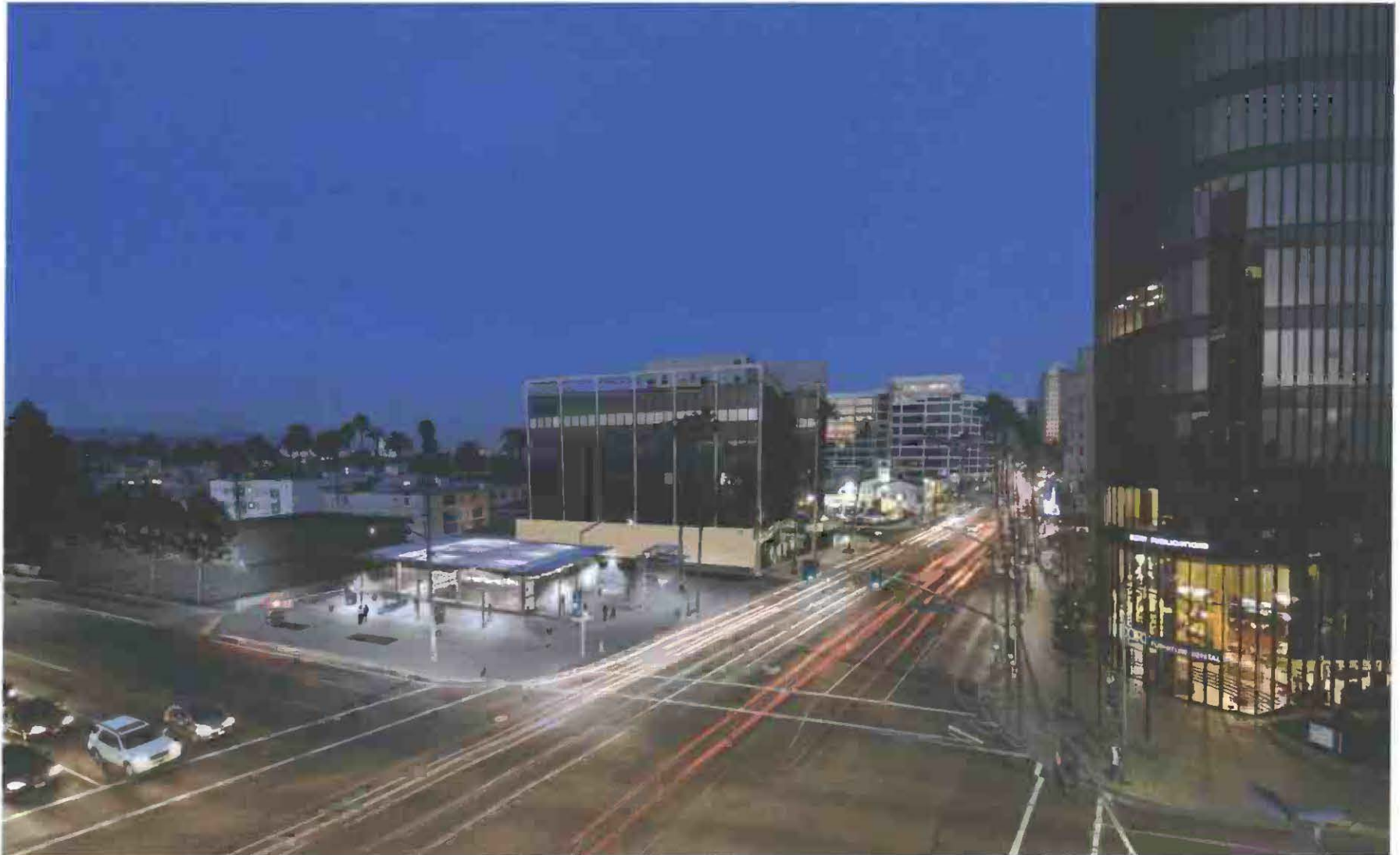
- On Wilshire, between Orange Drive and Detroit Street
- Construction of a concrete deck, curb to curb
- Sidewalks be maintained, or pedestrian detours created
- Decking will serve as the temporary street surface
- Traffic will travel on the installed deck panels while the station is constructed underground
- La Brea Station:
 - Approx. 1,000 feet long
 - Approx. 70 feet wide
 - Approx. 60 feet deep
- Will follow pile operations; anticipated to begin June 2016
- Will work closely with First Responders on emergency access and safety
- Pending Board of Public Works approval in May 2016
- Additional activities under decking closures: jet grouting, piling, temporary civil improvements.
- Approximately 22 weekend closures (no work 4th of July or Labor Day weekends)
- Work is scheduled in three phases.



Westside Purple Line Extension Section 1 Project Top Risks and Mitigations

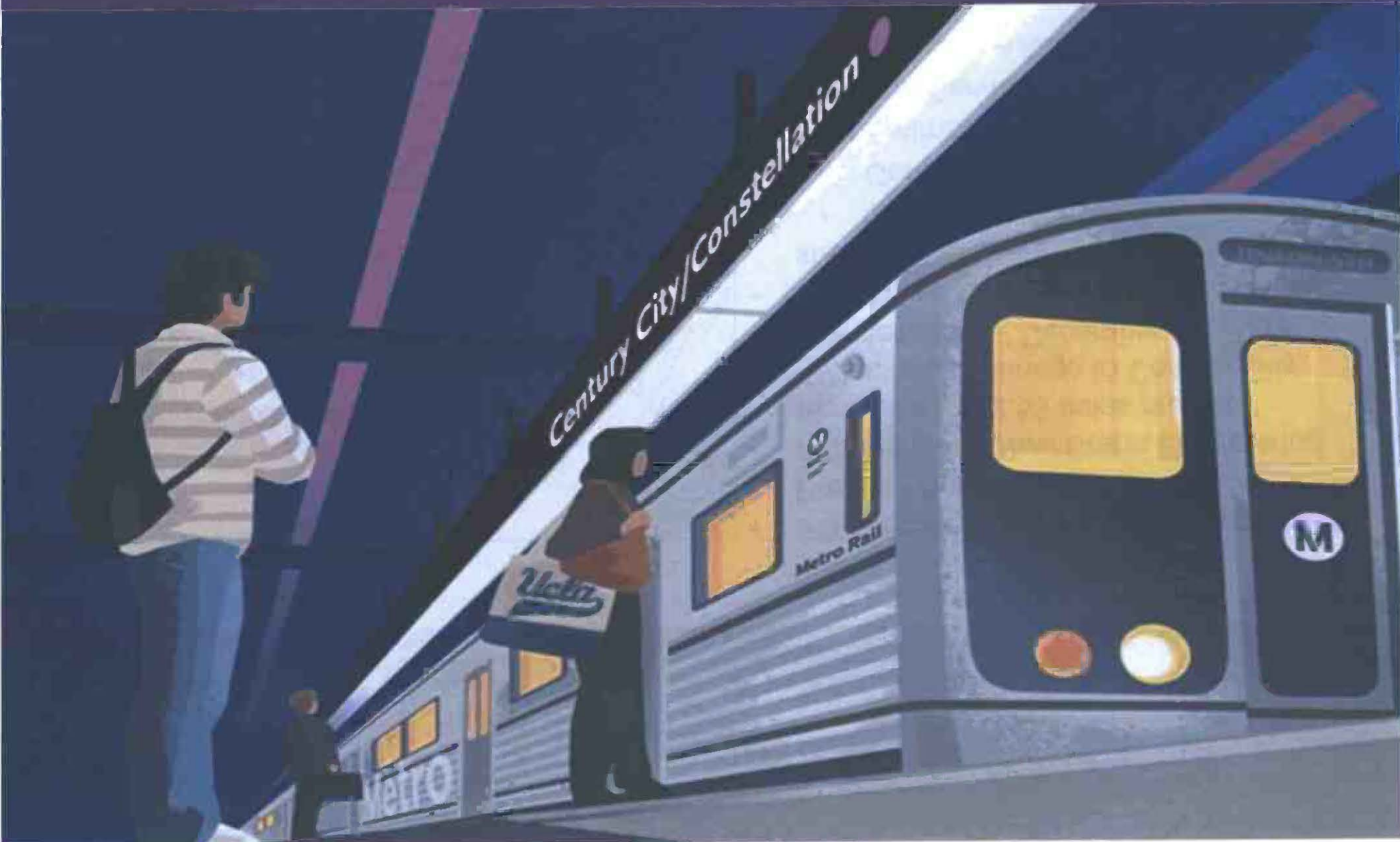
Risk ID	Risk Description	Risk Mitigation	Risk Score
633	Cost of ROW acquisitions exceeds the FFGA SCC Line Item.	1. Metro's Life of Project Budget includes contingency that covers the increase.	11
605	Funding plan not in place to construct turnback facility. Turnback facility required to meet operational requirements per the FFGA.	1. Obtain funding outside of Project. 2. Awaiting release of final planning report.	10
283.1	Strain on traffic conditions in congested corridors - resulting in potential delays and increased costs for access to project sites. Section 1 will consist of three underground stations which will be constructed simultaneously within the Wilshire Blvd ROW using cut and cover methodology. Wilshire Blvd is a heavily congested street and there is significant risk for delays due to traffic congestion. Further access to and from the Wilshire/La Brea construction staging areas will be required during TBM operations.	1. DB contractor to have approved traffic control plans that allow additional time for working in a congested area.	9
202	Areas with concentrated methane and H2S presence will complicate construction progress and safety, increase price and may cause delays.	1. Metro has strict safety requirements in place which are part of the safety requirements for contractors. Metro will further supplement existing safety requirements based on geotechnical investigations/Environmental investigations. 2. Taskforce formed to develop work plan for stations.	9
288.1	Construction impacts could include air quality, noise, vibration, and have the potential for impacts on neighboring communities, which may require mitigation efforts. Section 1 construction will take place in Wilshire Blvd. which is mixed residential and commercial properties.	1. DB contractor to comply with all requirements in the FEIS regarding air quality, noise and vibration issues and any other local ordinances requirements. 2. DB Contractor has mitigation measures in place.	9

Westside Purple Line Extension Section 1 Project

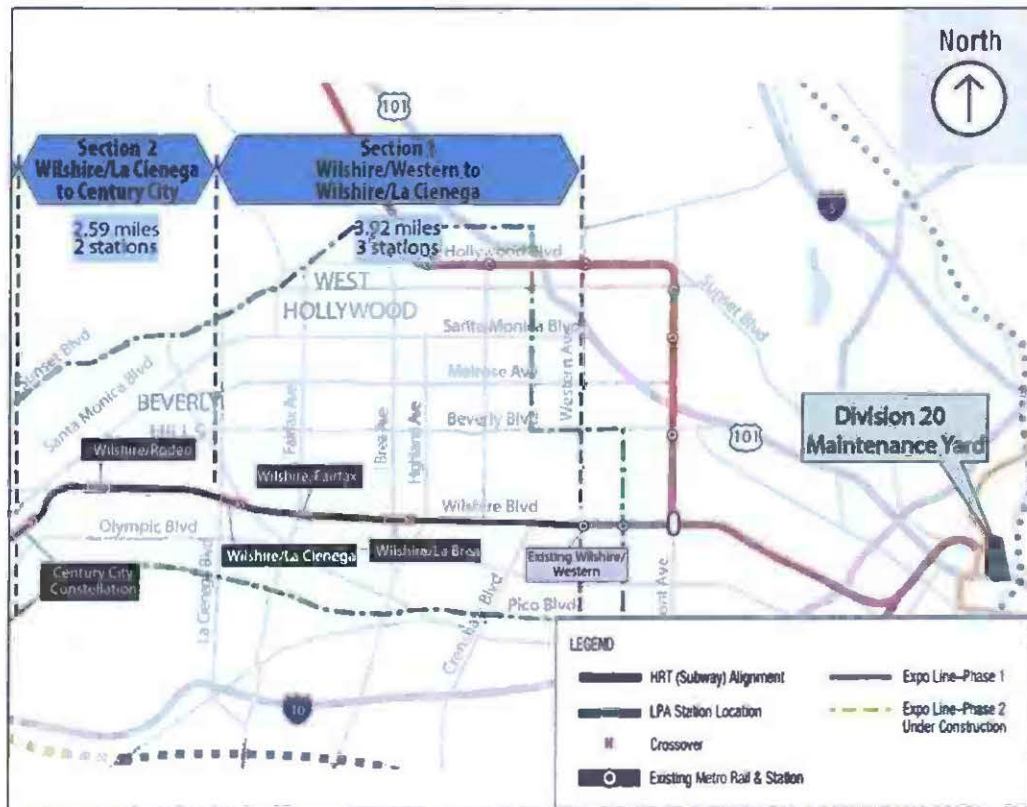


C1045 Design/Build Contract Computer-Generated Rendering of Wilshire/La Cienega Station

**Westside Purple Line Extension Section 2 Project
FTA Quarterly Review Meeting
May 25, 2016**



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



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

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

- **SOQs were received on October 30, 2015.**
- Amendment No. 11 was issued March 23, 2016.
- Amendment No. 12 was issued April 13, 2016.
- **Price proposals due June 1, 2016.**
- FFGA anticipated approval September 2016.
- Contract award anticipated January 2017.

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

Funding and Approvals

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

Westside Purple Line Extension Section 2 Project Current Project Cost Status

DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	CURRENT ESTIMATE	COMMITMENTS	EXPENDITURES	CURRENT FORECAST
10	GUIDEWAY & TRACK ELEMENTS	385,323	-	-	385,323
20	STATIONS, STOPS, TERMINALS, INTERMODAL	517,378	-	-	517,378
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	-	-	-	-
40	SITWORK & SPECIAL CONDITIONS	406,955	3,391	141	406,955
50	SYSTEMS	96,734	-	-	96,734
CONSTRUCTION SUBTOTAL (10-50)		1,406,389	3,391	141	1,406,389
60	ROW, LAND, EXISTING IMPROVEMENTS	312,422	116,268	39,771	312,422
70	VEHICLES	85,351	-	-	85,351
80	PROFESSIONAL SERVICES	383,941	57,529	43,388	383,941
SUBTOTAL (10-80)		2,188,104	177,189	83,301	2,188,104
90	UNALLOCATED CONTINGENCY	222,441	-	-	222,441
100	FINANCE CHARGES	88,695	-	-	88,695
TOTAL (10-100)		2,499,240	177,189	83,301	2,499,240

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MARCH 2016 PLUS PENDING INVOICE FROM PB

Westside Purple Line Extension Section 2 Project Project Schedule Update

Current WPLE Section 2 - Wilshire/La Cienega to Century City Constellation - April 2018	Project Schedule Report	Data Date: 30-Apr-18
Record of Decision	09-Aug-12 A	
Right of Way	02-Mar-15 A	27-Aug-18
Contract Procurement	20-May-15 A	28-Apr-17
Advanced Utility Relocations	18-May-16	03-Apr-20
Final Design - D/B	01-May-17	25-Oct-19
Construction	09-Aug-17	15-Apr-25
Desig-Build Substantial Completion	27-May-25	▼ 27-May-25
Testing & Pre-Revenue Ops	24-Dec-24	▼ 29-Aug-25
Revenue Service Date	29-Aug-25	▼ 29-Aug-25
<div style="display: flex; justify-content: space-between; padding: 5px;"> Summary Page 1 of 1 Design-Build Notes: </div>		

Westside Purple Line Extension Section 2 Project Construction Staging Change Status – Century City

Schedule for Additional Environmental Documentation

- The Metro Board approved the CEQA Addendum on December 3, 2015. The Notice of Determination was filed with the County of Los Angeles on December 3, 2015, and posted with Office of Planning and Research on December 4, 2015.
- The Re-Evaluation Technical Memorandum under NEPA is being reviewed by the FTA.

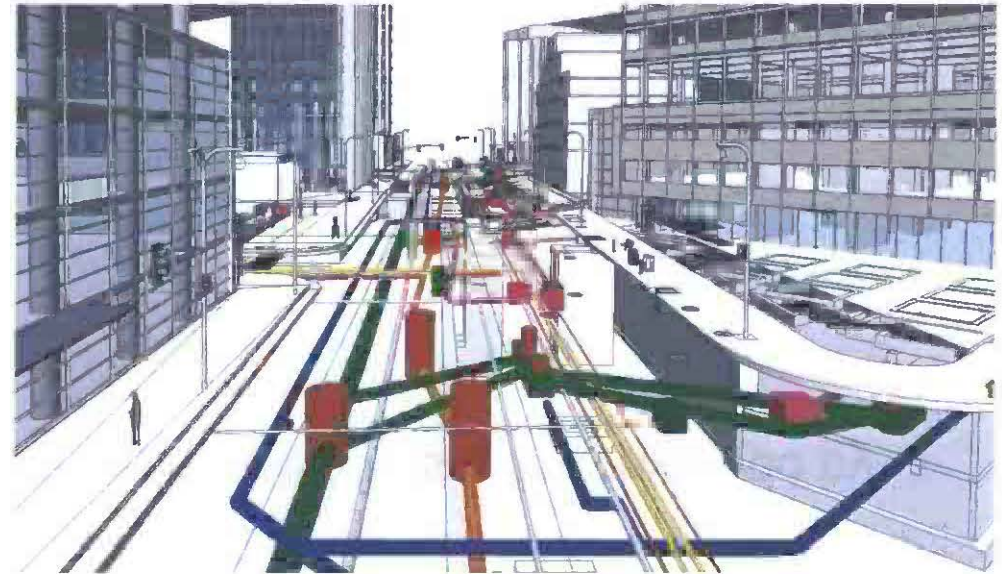
Westside Purple Line Extension Section 2 Project Advanced Utility Relocations (AUR) and Third Party Coordination

Wilshire/Rodeo Station

- 85% draft design plans and WTCPs (SCE, AT&T, SCG) are under review by COBH and comments are expected by May 15, 2016.
- COBH Council approval required for additional (SCG) pothole work on Reeves Drive (Council approval expected on May 17, 2016).

Century City Constellation Station

- Received two bids for telecom joint trench construction (VCI and Arizona Pipeline), which are currently under review.
- Revising draft WTCPs (DWP, SCG & AT&T) to incorporate traffic control in place for the Westfield Mall project.



Westside Purple Line Extension Section 2 Project Third Party Agreements

City of Los Angeles Master Cooperative Agreement

- Existing Master Cooperative Agreement.

City of Beverly Hills (COBH) Reimbursement Agreement

- Agreement was approved by COBH Council on March 1, 2016 and it will be presented to the Metro Board for approval in May 2016.

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

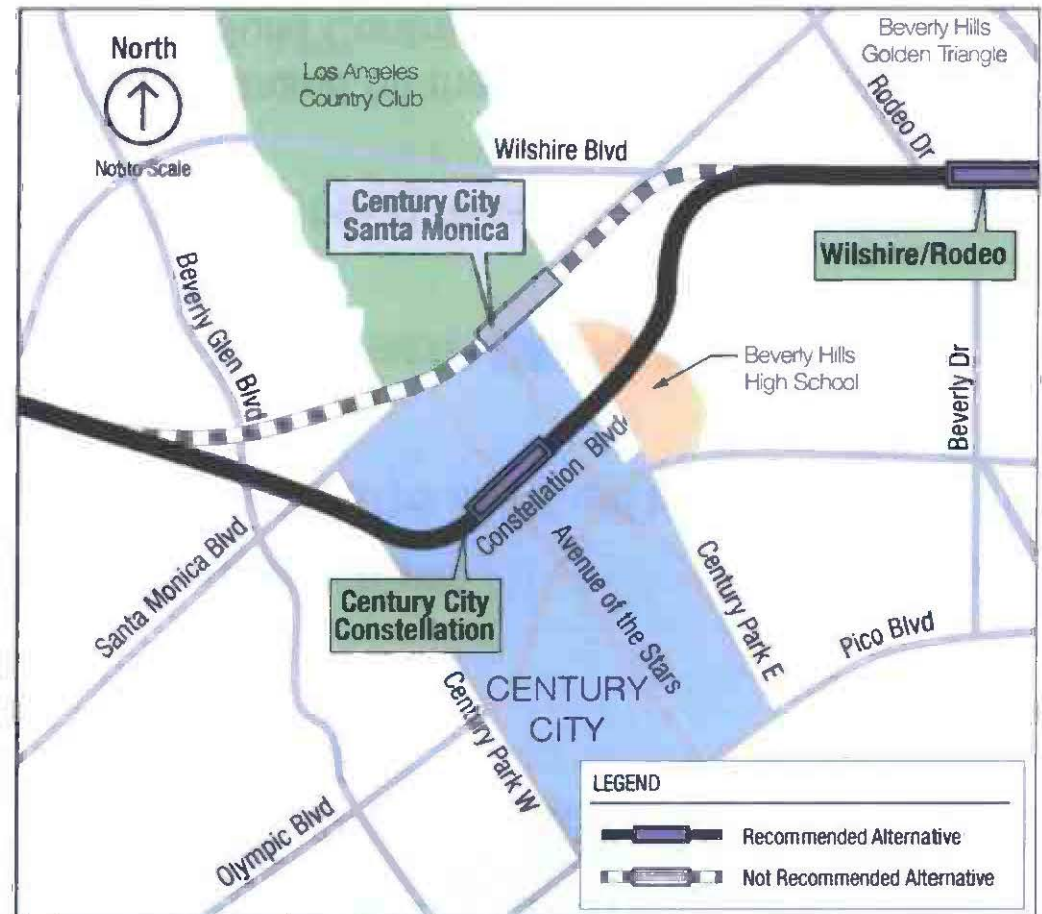
- The Memorandum of Agreement (MOA) for Section 1 is being reviewed by Beverly Hills City Council.
- COBH is planning to create one MOA for Section 2, based on the MOA for Section 1 to cover third party utility work and the C1120 Design-Build Contract.
- Utility work performed prior to completion of 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 Section 2 Project CEQA/NEPA Lawsuits

Legal challenges by the City and BHUSD to FTA's Environmental Impact Statement for the Purple Line Extension are being heard in United States District Court. Oral arguments were presented to Judge Wu on February 3, 2016. Next hearing is scheduled for June 1, 2016.



Westside Purple Line Extension Section 2 Project Top Risks and Mitigations

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

Westside Purple Line Extension Section 2 Project

Discussion

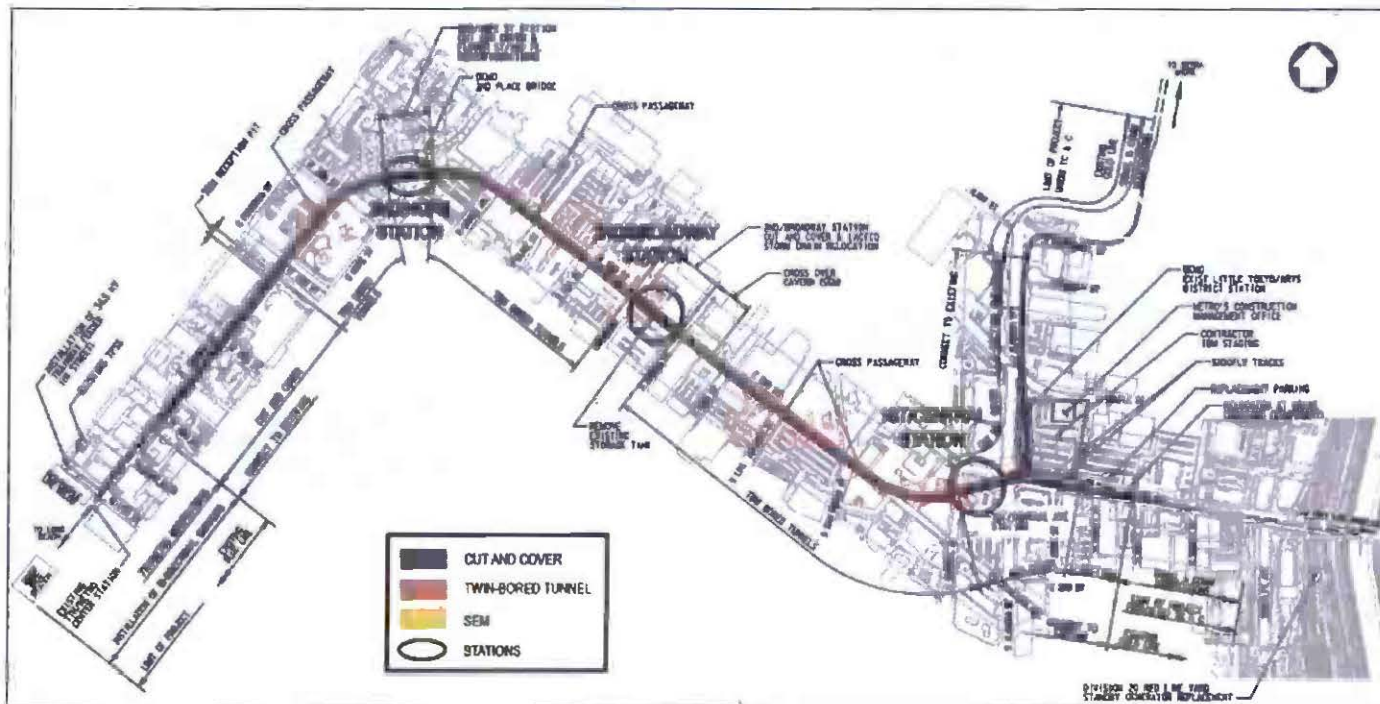


Wilshire/Rodeo Station

Regional Connector Transit Corridor FTA Quarterly Review – May 25, 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



Executive Summary

- Construction progress through April 2016:

- Construction: Planned 24%
Measured 12%
- Revenue Service Forecast:
June 2021

- Construction is active throughout the alignment



- Utility relocations, excavation and or related structural support activities dominate
- Shoo-fly was constructed and placed into service in March thus ending Bus Bridge #1
- Efforts in support of TBM launch continue in earnest with TBM launch pit excavation at Mangrove, decking installation at 1st/Alameda intersection, utility protection across 1st/Alameda, and permeation grouting on 2nd Street leading the way; tunnel mining forecast to commence early December
- Tunnel boring machine (TBM) refurbishment complete, equipment delivered
- Offsite tunnel liner fabrication at 48% complete
- Pile installation continued on Flower ST. between 4th and 5th St. and at 2nd/Hope Station.

Executive Summary (Cont.)

- Design Progress Through April 2016:
 - Final Design: Planned 100%
Measured 92%
- While late overall, designs in support of construction continue to evolve through iterative submittals for civil/structural and systems; recent key submittals include:
 - DU01 Design Floating Slab Track (100% Submittal)
 - DU08 1st & Central Invert Slab & Project General Drawings (AFC)
 - DU11 Train Control Specifications (100% Submittal)

Executive Summary (Cont.)

- Real Estate acquisitions and easements on schedule with 18 of 21 certified parcels complete
 - Two new parcels are being formalized for Wye and Fan Plant
- Project safety statistics remain favorable – 810,525 work hours through April 2016 with four (4) recordable injuries, and zero lost-time incidents; the recordable injury rate is 0.99
- Revision 4 of the PMP was transmitted in April; coordination with PMOC underway to facilitate review process
- Second environmental –related lawsuit regarding Flower Street activities is being addressed; now in discovery phase
- Quarterly MMRP report was issued May 13, 2016; focus on access to stakeholder properties

Construction Status

Mangrove Yard – Construction Activities



75" storm drain that will be replaced with a new one



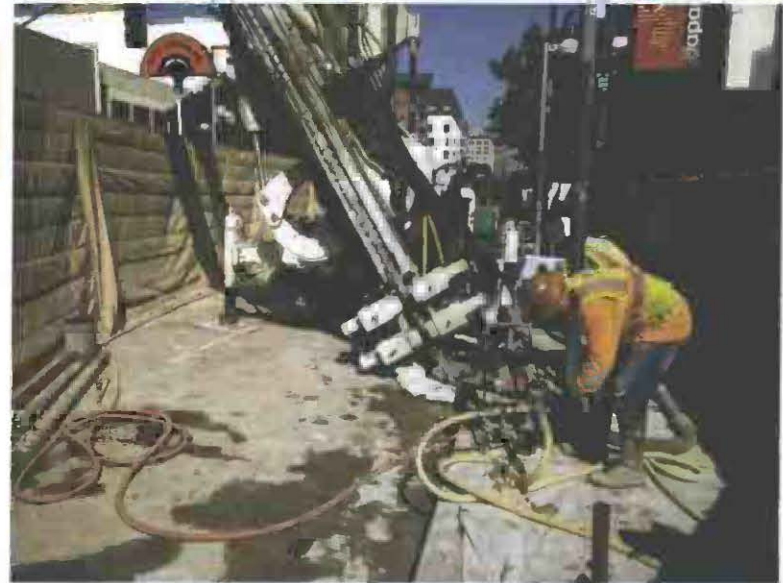
Decking at east of Alameda

Construction Status

1st/Central – Construction Activities



Permeation
grouting →
under JVP



Tie back drilling ↑ and bracing struts ↓



Compensation
grouting →



Construction Update

2nd/Broadway – Construction activities



Lowering AT&T Line



Pile
Trenching



Intercept
work and
cable pulling



Construction Status Flower Street



Pile Drilling



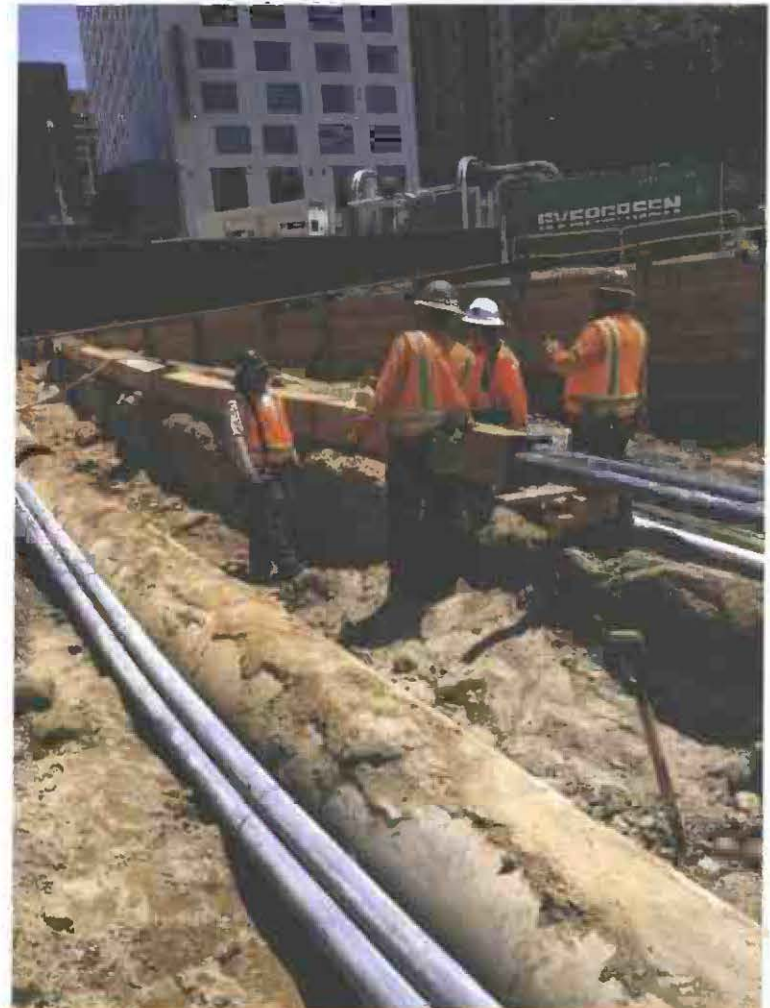
Exposing piles in preparation of cap beam installation

Construction Status

2nd/Hope – Construction Activities



Drilling for Piles



Preparation for hanging utilities at GTK way

Cost Analysis (FFGA)

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

SCC CODE	DESCRIPTION	ORIGINAL FFGA BUDGET	PROPOSED FFGA BUDGET	COMMITMENTS	EXPENDITURES	CURRENT FORECAST	PROPOSED FFGA BUDGET/ FORECAST VARIANCE
10	GUIDEWAYS & TRACK ELEMENTS	280,622	218,427	206,396	31,096	223,675	5,248
20	STATIONS, STOPS, TERMINALS, INTERNODAL	354,268	225,929	219,929	10,137	226,379	450
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDGS	0	0	0	0	0	0
40	SITWORK & SPECIAL CONDITIONS	141,785	485,627	470,664	262,632	503,483	17,857
50	SYSTEMS	69,667	74,942	63,329	1,507	75,281	339
	CONSTRUCTION SUBTOTAL (10-50)	846,343	1,004,926	960,319	305,372	1,028,819	23,893
60	ROW, LAND, EXISTING IMPROVEMENTS	115,889	74,208	73,858	46,267	74,208	0
70	VEHICLES	16,275	16,275	2,000	0	16,275	0
80	PROFESSIONAL SERVICES	261,455	268,945	222,463	176,389	273,839	4,894
	SUBTOTAL (10-80)	1,239,963	1,364,354	1,258,639	528,029	1,393,141	28,787
90	UNALLOCATED CONTINGENCY	135,399	76,510	0	0	47,723	-28,787
100	FINANCE CHARGES	27,571	7,115	0	0	7,115	0
	TOTAL PROJECT (10-100)	1,402,932	1,447,979	1,258,639	528,029	1,447,979	0

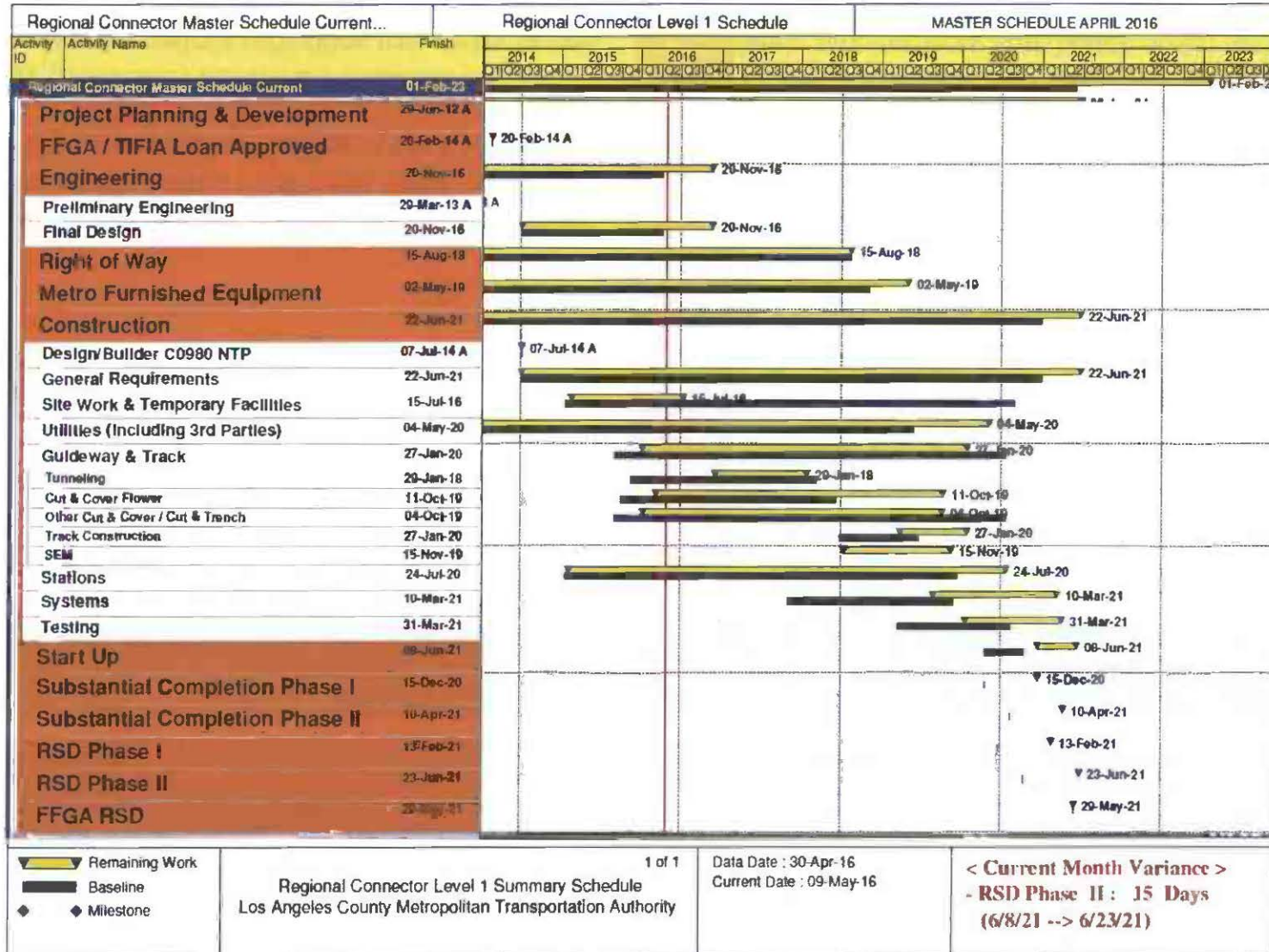
Note: Expenditures reflects FIS incurred cost through Apr 2016 plus pending invoices from RCC, CPJV and Arcadis.

Project Contingency

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT TOTAL PROJECT CONTINGENCY DRAWDOWN STATUS AS OF APRIL 2016			
	UNALLOCATED CONTINGENCY	ALLOCATED CONTINGENCY	TOTAL
CONTINGENCY	\$ 80,325,029	\$ -	\$ 80,325,029
Design Build RCC C0980 Contract	\$ -	\$ 31,322,871	\$ 31,322,871
Private Utilities	\$ -	\$ 3,000,000	\$ 3,000,000
Environmental Planning	\$ -	\$ 250,000	\$ 250,000
C0980: Mods	\$ -	\$ (5,619,697)	\$ (5,619,697)
Prof. Svcs: Labor Compliance	\$ (1,915,465)	\$ -	\$ (1,915,465)
Safety Equipments	\$ (99,420)	\$ -	\$ (99,420)
Community Relations	\$ (383,185)	\$ -	\$ (383,185)
REMAINING CONTINGENCY	\$ 77,926,959	\$ 28,953,174	\$ 106,880,133
% Contingency	5.00%	1.86%	6.86%

Metro is tracking contingency draw down including the risk assessment findings and other cost mitigation measures.

Schedule Status (Cont.)



Top Five Risks

(January 2016)

Risk ID	Risk Description	Risk Score	Action Items
296	6th and Flower utility interference (DWP utilities) may cause delay.	17.5	<ol style="list-style-type: none"> 1. Pot hole investigation 2. Final relocation design 3. Review construction interface / impact to/from piling and water relocation operations 4. Initiate CalTrans Permit
213	Law suits at Flower Street could delay the Project.	15	<ol style="list-style-type: none"> 1. Strict compliance of MMRP requirements. 2. Review of RCC plans and activities. 3. Outreach to stakeholders. 4. Legal response to complaint.
291	City agency review and approval time for traffic management plans (TMP) and traffic control plans (TCP) may continue to delay project schedule.	15	<ol style="list-style-type: none"> 1. Metro Execs to interface with City of LA counterparts to gain support and commitment for timely approvals.
297	City (BSS/BSL) betterment requests for roadway/streetlight redesigns may delay review and approvals and result in additional project costs.	10	<ol style="list-style-type: none"> 1. Metro interface with City agencies to sort-out basic requirements from betterments; facilitate reconciliation accordingly.
184	Police rejection of work hour variance may restrict production along Flower Street thus impacting production, schedule and costs.	15	<ol style="list-style-type: none"> 1. Secure ambient noise readings for use at second attempt for variance. 2. Secure support from stakeholders (including Bonaventure) for Sunday work variance 3. Petition for Sunday variance.

Discussion/Action Items



Metro

Patsaouras Plaza Bus Station

FTA Quarterly Review – May 25, 2016



Patsaouras Plaza Bus Station

Project Description

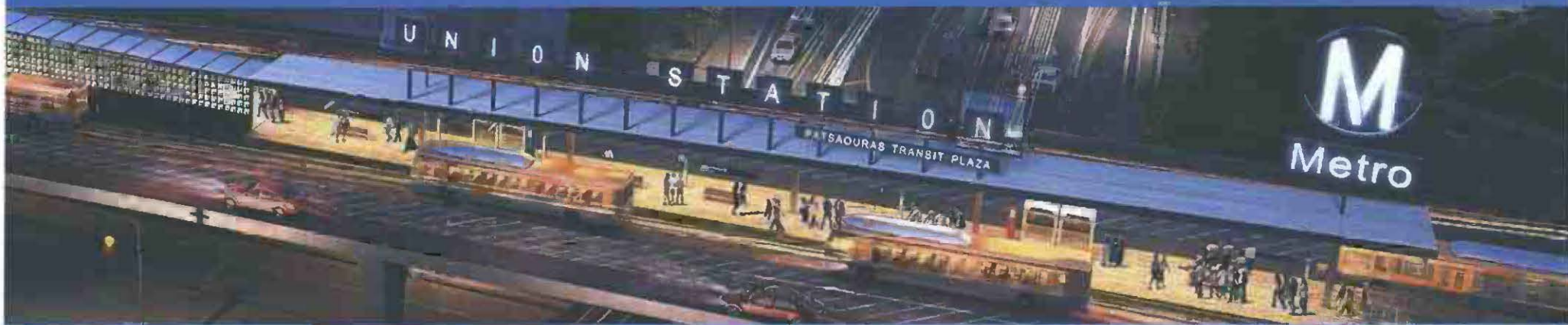


- Relocates patron boarding station currently on North Alameda
- Improves vertical and horizontal pedestrian circulation
- Provides direct connection to Union Station
- Widens existing Caltrans Los Angeles River Busway Bridge
- Will serve Metro, Foothill Transit, and other operators



Patsaouras Plaza Bus Station

Project Budget



ELEMENT CODE	ELEMENT DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET *	COMMITMENTS	EXPENDITURES	CURRENT FORECAST *	BUDGET / FORECAST VARIANCE
				TO DATE	TO DATE	TO DATE	
C	CONSTRUCTION	19,992,000	25,435,000	20,408,000	4,732,000	25,435,000	-
S	SPECIAL CONDITIONS	750,000	2,517,000	801,000	51,000	2,517,000	-
R	RIGHT-OF-WAY	-	-	-	-	-	-
P	PROFESSIONAL SERVICES	7,425,000	9,024,000	5,336,000	4,893,000	9,024,000	-
PC	PROJECT CONTINGENCY	2,817,000	2,817,000	-	-	2,817,000	-
TOTAL PROJECT		30,984,000	39,793,000	26,545,000	9,676,000	39,793,000	-



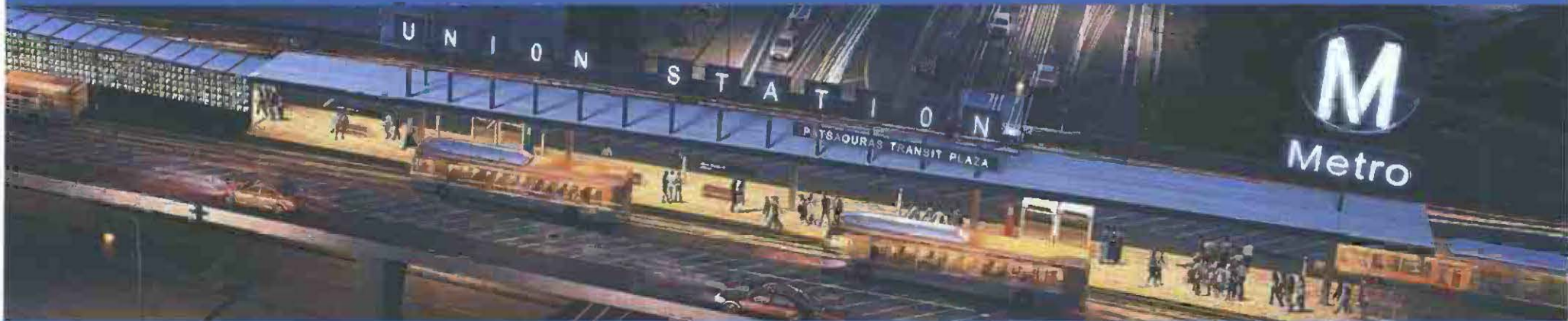
Metro

*LOP Budget increase of \$8,809,000 approved at March 24, 2016 Metro Board Meeting. Forecast adjusted accordingly.



Patsaouras Plaza Bus Station

Issues With Potential to go Above \$100,000


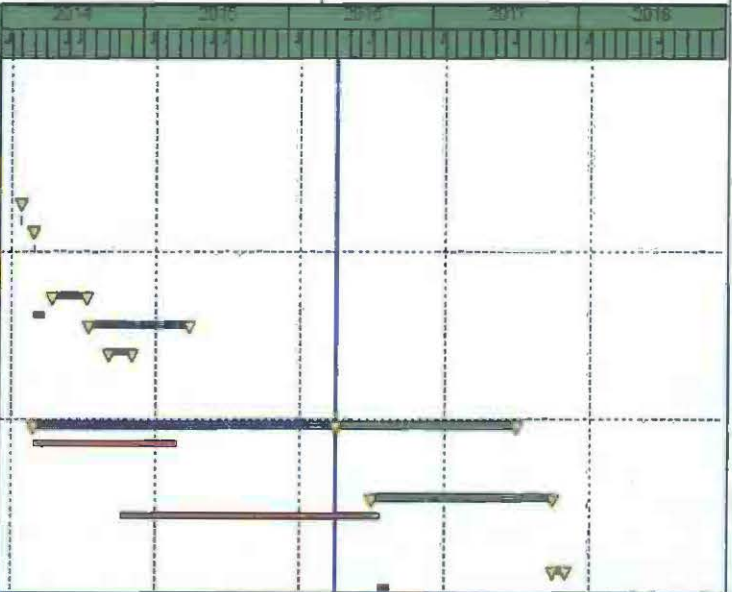


All previously reported changes above \$100,000 have been negotiated and settled with the contractor. There are no current pending changes above \$100,000.



Patsaouras Plaza Bus Station

Project Schedule

 C0970 - Union/Patsaouras Plaza Station - April 2016		April 2016 vs. Approved Baseline			10-May-16 10:09											
Activity Name	Baseline Start	Baseline Finish	Start	Finish												
C0970 - Union/Patsaouras Plaza	28-Feb-14	16-Sep-16	28-Feb-14 A	01-Dec-17												
Key Milestones	28-Feb-14	28-Apr-14	28-Feb-14 A	30-Apr-15 A												
Contract Milestones / Summary	28-Feb-14	31-Mar-14	28-Feb-14 A	31-Mar-14 A												
Contract Award	28-Feb-14	28-Feb-14	28-Feb-14 A	28-Feb-14 A												
Notice to Proceed (NTP)	31-Mar-14	31-Mar-14	31-Mar-14 A	31-Mar-14 A												
Required & Furnishes Permits	01-Apr-14	28-Apr-14	20-May-14 A	30-Apr-15 A												
Caltrans Encroachment Permit Survey	01-Apr-14	28-Apr-14	20-May-14 A	11-Aug-14 A												
Caltrans Encroach Permit Pothole			15-Aug-14 A	30-Apr-15 A												
Caltrans Encroachment Permit Construction			08-Oct-14 A	03-Dec-14 A												
Final Design	31-Mar-14	26-Mar-15	31-Mar-14 A	01-Aug-17												
Final Design	31-Mar-14	26-Mar-15	31-Mar-14 A	01-Aug-17												
Construction	06-Nov-14	17-Aug-16	01-Aug-16	01-Nov-17												
Construction	06-Nov-14	17-Aug-16	01-Aug-16*	01-Nov-17												
Project Substantial Completion	18-Aug-16	16-Sep-16	02-Nov-17	01-Dec-17												
Project Substantial Completion	18-Aug-16	16-Sep-16	02-Nov-17	01-Dec-17												



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): 100% 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 and Approved for Construction in May. Completing final design of pedestrian walkway/stairs/elevator tower within Metro Right-of-Way by early May.
- **Environmental.** Metro completed Draft Aerially Deposited Lead (ADL) Study and submitted to Caltrans for review. Results of ADL study to be part of 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 responding to Caltrans comments on Draft ADL Report.
- **Right of Way.** Metro's Real Estate and 3rd 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.

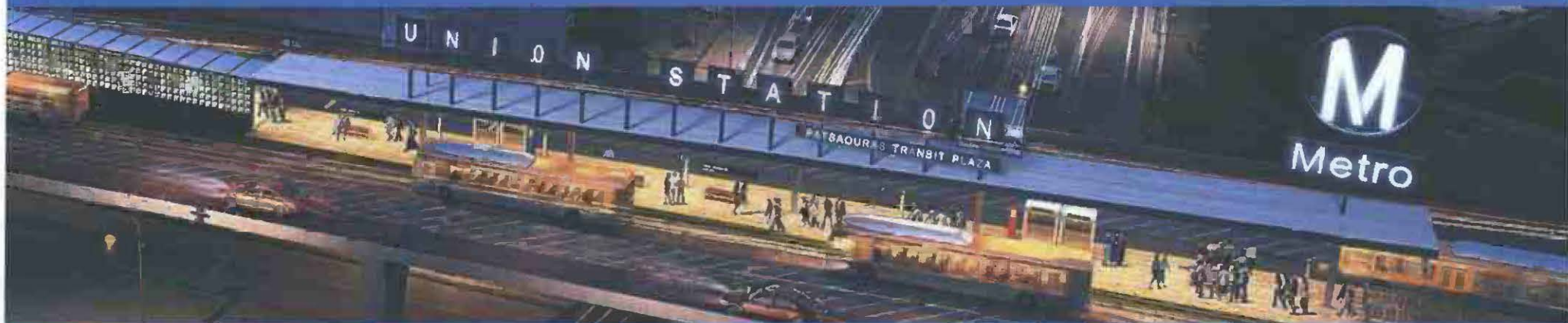


Metro



Patsaouras Plaza Bus Station

Design/Build Contract C0970 - Concerns



- Final R/W Certification (May 2016)
- Timely DWP vault and conduit relocation (August 2016)
- Approval of Aerially Deposited Lead Study (May 2016)
- Approval of Storm Water Data Report (May 2016)
- Approval of Supplemental PSR/PR (May 2016)



Patsaouras Plaza Bus Station

Activities for Next Quarter



- El Monte Busway Structure Approved for Construction
- Roadway Plans Approved for Construction
- Pedestrian Ramp and Bridge Approved for Construction
- Submit Caltrans R/W Certification package
- ADL Study approval
- Storm Water Data Report approval
- Finalize Supplemental PSR/PR
- Initiate LADWP Vault relocation and initiate utility work



Metro



FTA Quarterly Review Meeting Universal Pedestrian Bridge Project



Universal Pedestrian Bridge Project Status Update

- **Project Elements:** Structural Bridge
Two Escalators
Three Elevators
Three sets of Stairs
New Right Turn Lane
Plaza and Landscaping
Intersection and Signal



- **Current Status:** Bridge opened to public on April 7, 2016
Construction 100% complete
Punch List Items and Close-Out activities in progress
- **Planned Activities:** Complete punch List Items and Close-Out the Project
Handover the bridge to Rail Operations and Facility Maintenance

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	24,544,000	22,758,000	19,483,000	24,544,000	-
S	SPECIAL CONDITIONS	488,000	816,000	298,000	488,000	-
R	RIGHT-OF-WAY	-	-	-	-	-
P	PROFESSIONAL SERVICES	4,353,000	4,148,000	3,963,000	4,353,000	-
PC	PROJECT CONTINGENCY	200,000	-	-	-	-
TOTAL PROJECT		29,586,000	27,722,000	23,744,000	29,586,000	-

* LOP budget increase of \$2,542,000 was approved at March 2016 Metro Board Meeting. Forecast adjusted accordingly.

Universal Pedestrian Bridge Project Schedule Update

STATION	FINISH DATE	MAR-16	APR-16	MAY-16	JUN-16	
Station 1	4/7/2016					
Station 2	4/7/2016					
Station 3	4/7/2016					
Station 0	4/7/2016					
Bridge Work	4/7/2016					
Sitework Station 1	4/7/2016					
Sitework Station 2	4/7/2016					
Sitework Station 3	4/7/2016					
Opening of Bridge	4/7/2016					
Punch List Complete	5/31/2016					
Handover Bridge to ROC & FM	6/30/2016					

FTA Quarterly Planning Update

May 25, 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 VI Planning Grant Project
 - Willowbrook/Rosa Parks Station Master Plan Implementation Project
 - Eastside Access Improvements
- TIGER VII Planning Grant Projects
 - Rail to Rail Active Transportation Corridor Connector Project
- Ladders of Opportunity Grant Project
 - Cesar Chavez Bus Stop Improvements Project



Potential Ballot Initiative Update Transportation Plan Roadmap

WE ARE HERE

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

Metro Rapid System Gap Closure Lines

Los Angeles
Metro BRT Network

Legend

-  Gap Closure Lines
-  Metro Rapid Lines
-  Metro Orange Line
-  Metro Silver Line
-  Metro Rail
-  Metrolink

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



Metro Rapid System Gap Closure Lines

Transit Signal Priority

Corridor	Status*	Next Steps
South Sepulveda (Last 25% in Culver City)	Completed – City of Los Angeles (75% of corridor) April 2016 – City received four proposals to construct and implement transit signal priority in City of Culver City**	July 2016 – Award contract June 2018 – Complete installation**
Torrance-Long Beach	Completed	N/A
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 66 locations in 11 cities
 - San Fernando
 - South Gate
 - Lynwood
 - Rosemead
 - South El Monte
 - Vernon
 - Bell
 - Inglewood
 - Lawndale
 - Cudahy
 - South Pasadena

Next Steps

- June 2016 – On target to complete installation at remaining 24 locations



Metro Rapid System Gap Closure Lines

Current Project Budget and Expenditures

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

Activities	Approved Budget	Current Budget	Expenditures To Date	Forecast to Complete
Transit Signal Priority	\$24,044,301	\$24,044,301	\$17,209,420	\$23,121,925
Shelters	\$ 5,160,000	\$ 5,160,000	\$ 2,734,131	\$1,650,000*
TOTAL	\$29,204,301	\$29,204,301	\$19,943,551	\$24,771,925

*Forecast to complete for Gap Closure shelters only

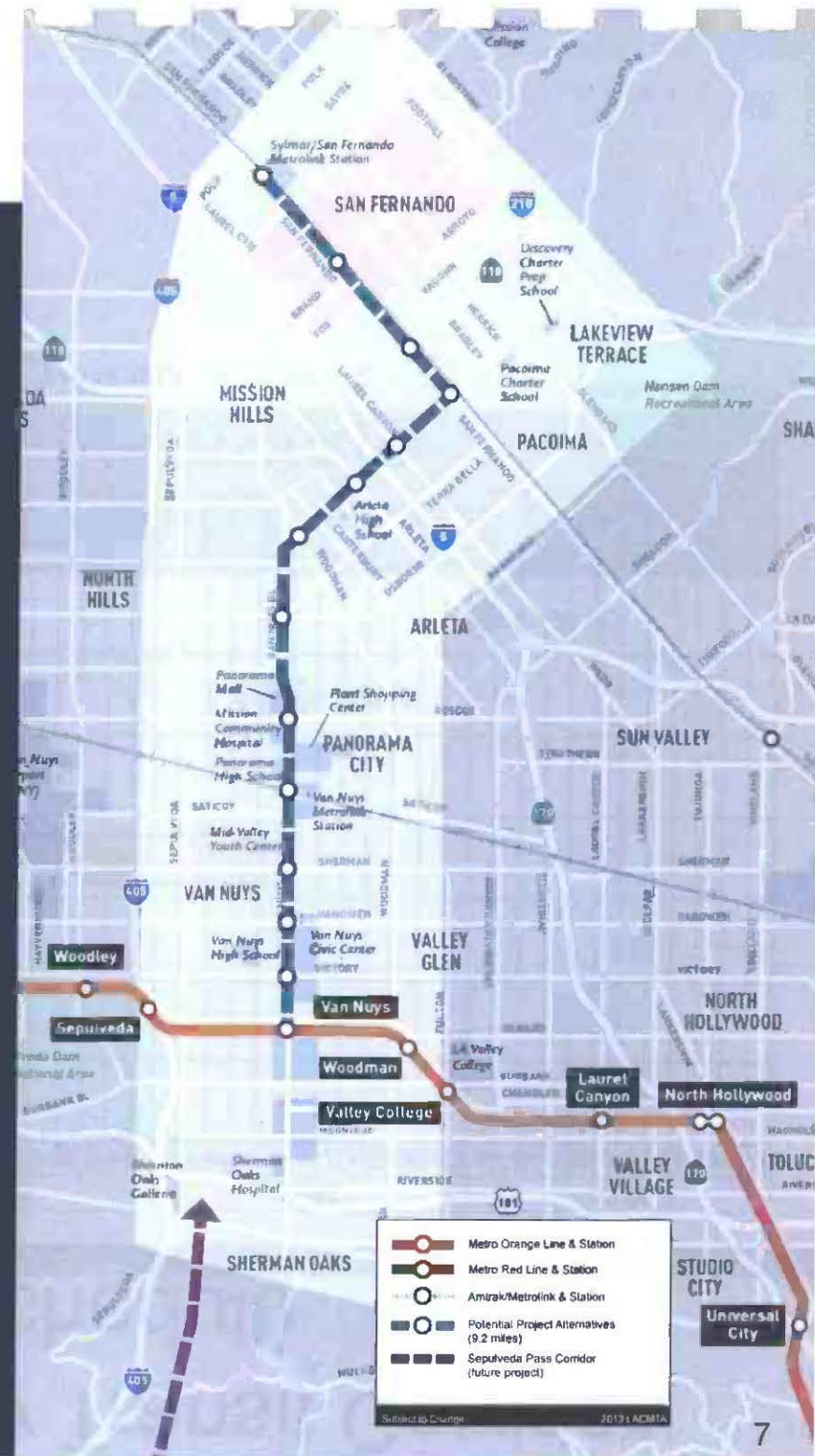
East San Fernando Valley Transit Corridor

Status

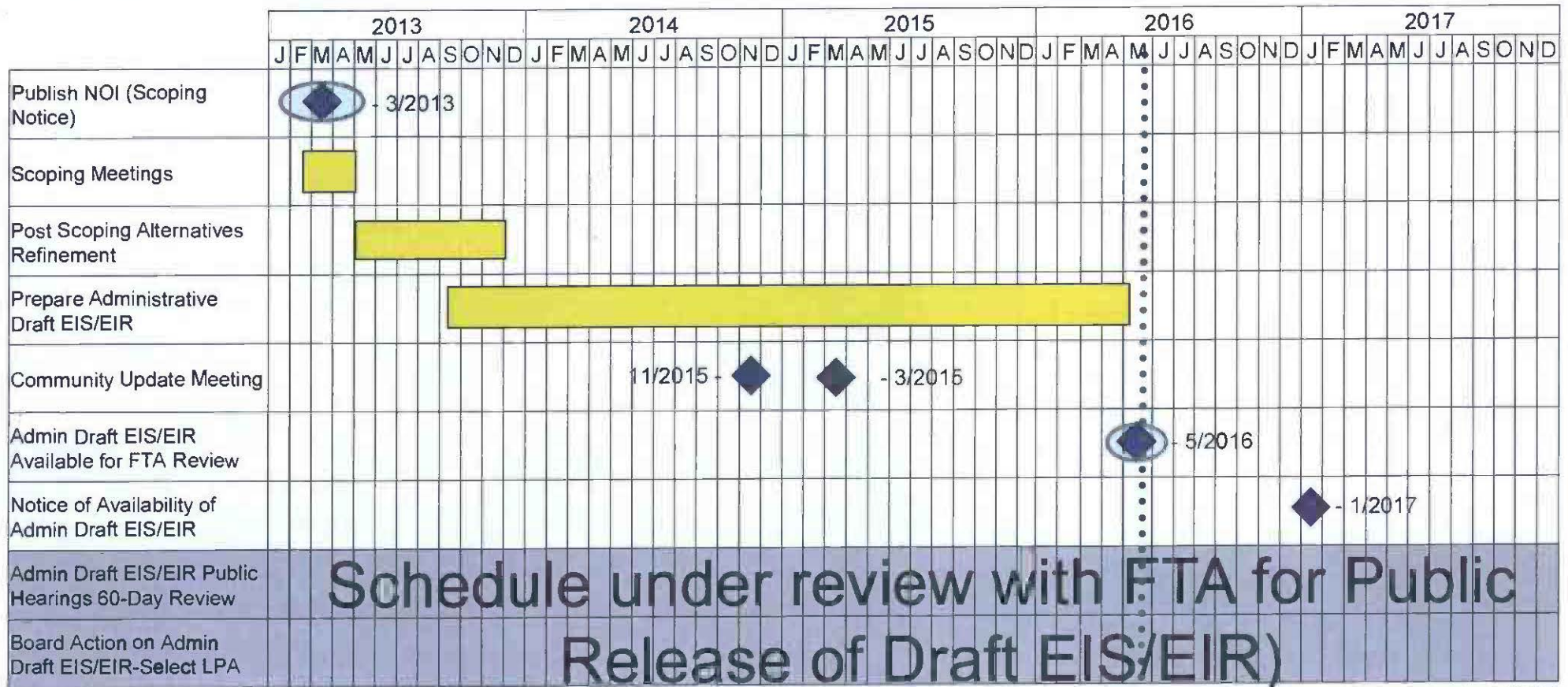
- Finalized Metro Review of Administrative Draft EIS/EIR
 - Two Bus Rapid Transit (BRT) alternatives
 - Two Rail alternatives
- Community Outreach:
 - Distributed project information at the March CicLAvia in Pacoima
 - Ongoing outreach through business and neighborhood organizations
- May 2016 – Transmitted Administrative Draft EIS/EIR to FTA for review (anticipated)

Next Steps

- Continue Section 106 consultation with SHPO
- Receive and respond to FTA comments



East San Fernando Valley Transit Corridor Draft EIS/EIR Schedule



◆ = Milestone Date

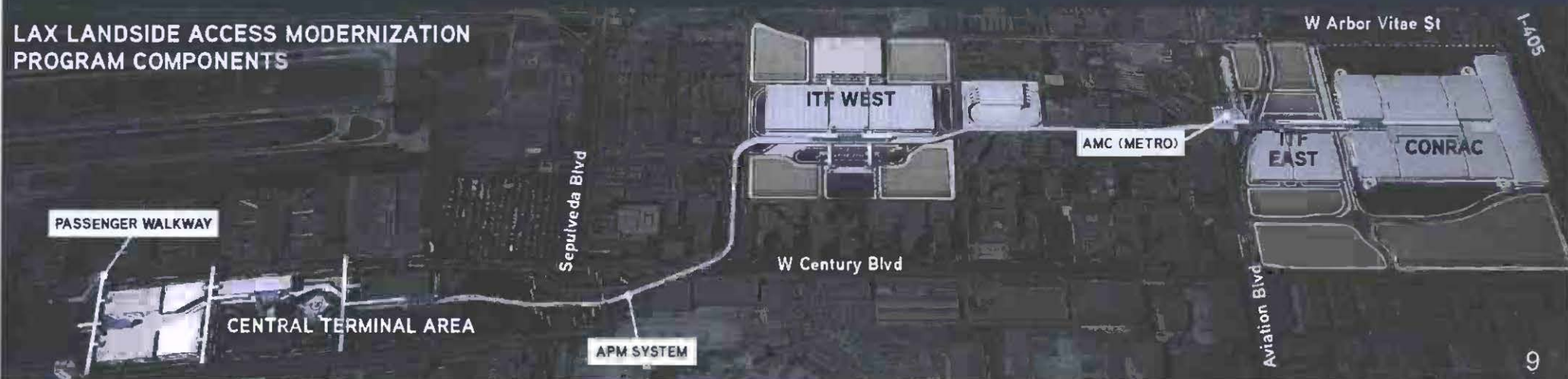
○ = FTA Action

Last Revised: 5/2016

Airport Metro Connector - 96th Street Transit Station

Status

- Environmental Review Process
 - Finalize Draft EIR
- Architectural and Engineering Design Services
 - Finalize Conceptual Design Report
- Crenshaw/LAX Team
 - Track work design is complete: progressing to release for construction
 - Guideway and systems designs are approximately 90% 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
- Applied for Funding Opportunities
 - State Transit and Intercity Rail Capital Program (Cap and Trade)
 - FTA TIGER Grant Program Application
 - FTA Bus and Bus Facilities Grant Program Application

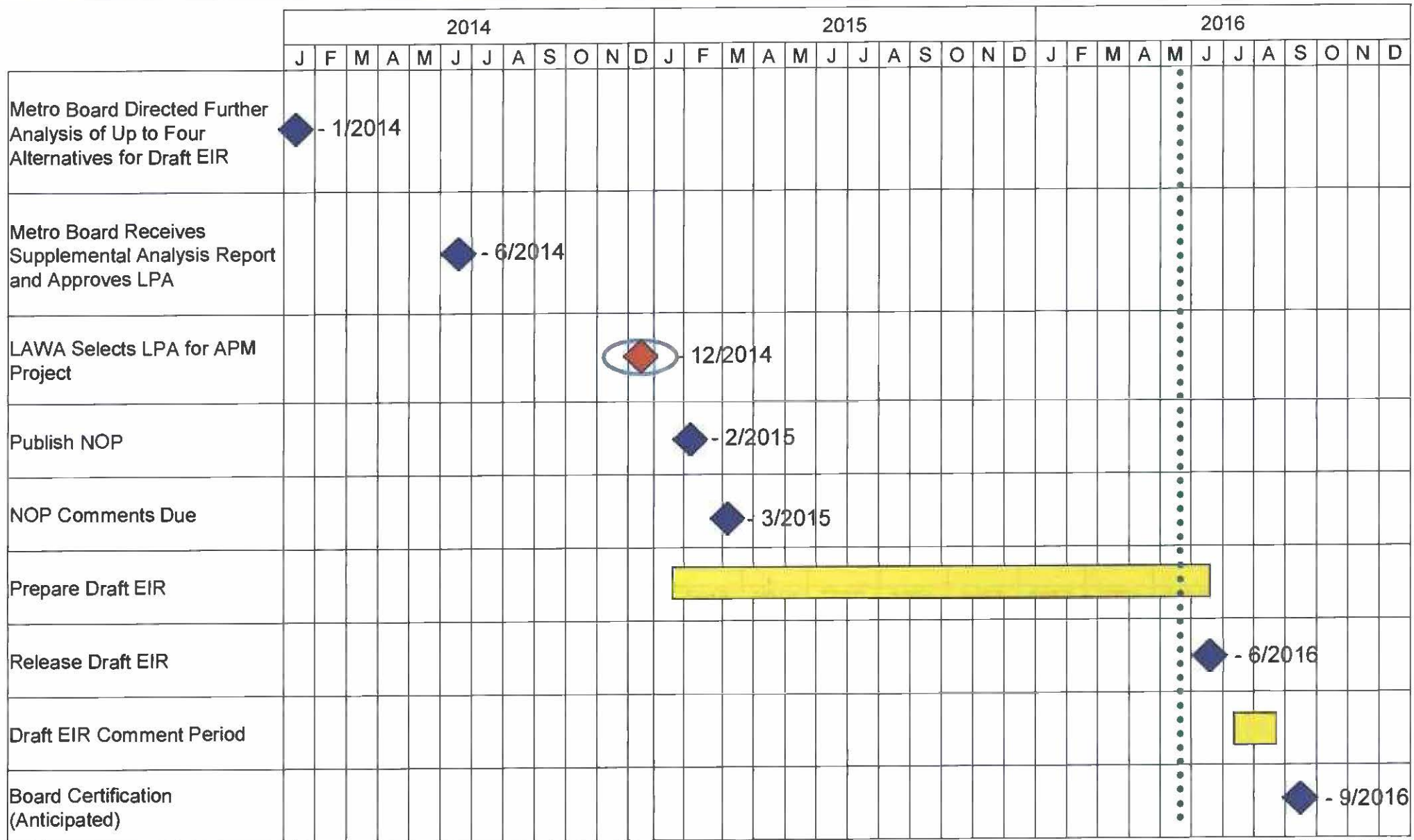


Airport Metro Connector - 96th Street Transit Station

Next Steps

- Release EIR for 45-day public comment
 - Hold public hearing
- Initiate:
 - Guideway and systems environmental memo designs
- Continued coordination with:
 - LAWA
 - Crenshaw/LAX project team
 - Southwestern Maintenance Yard
 - FTA on future initiation of NEPA documentation
 - Future funding opportunities
- June 2016 – Submit Active Transportation Program (ATP) Application
- September 2016 – Board EIR Certification (anticipated)

Airport Metro Connector - 96th Street Transit Station Schedule

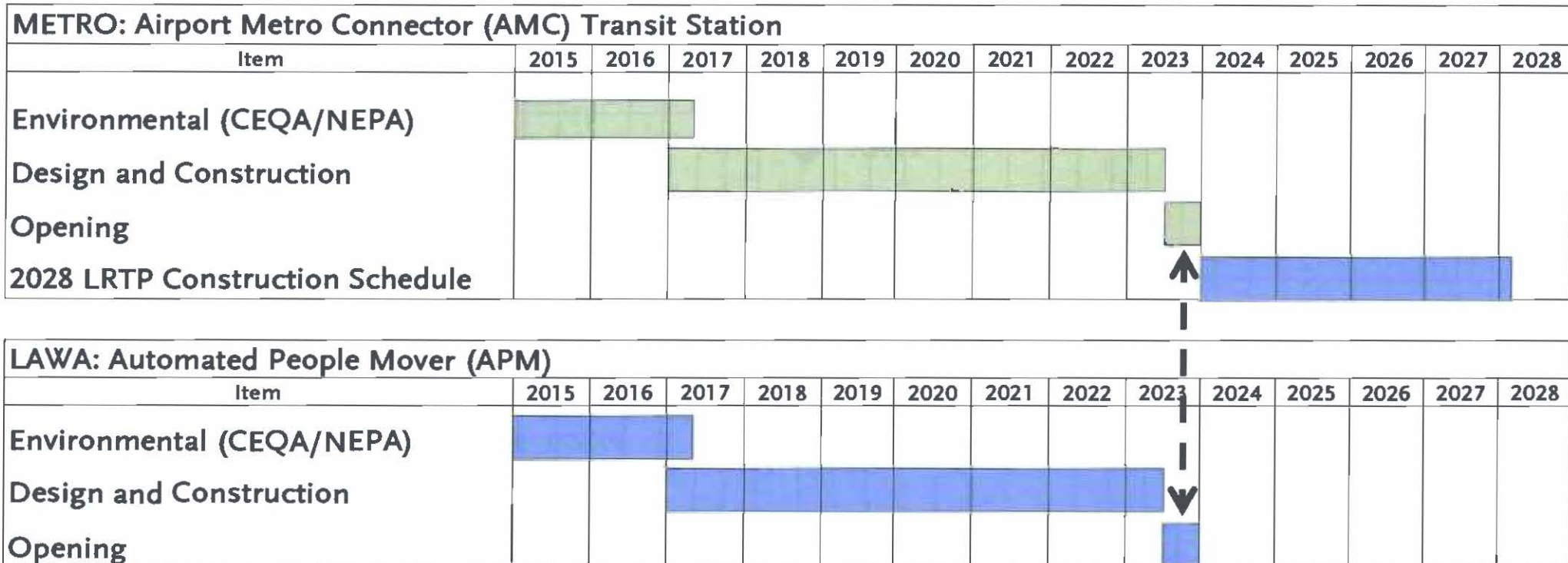


= LAWA Milestones

= Milestone Date

Last Revised: 5/2016

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



* Contingent upon funding approval

Eastside Transit Corridor Phase 2

Status

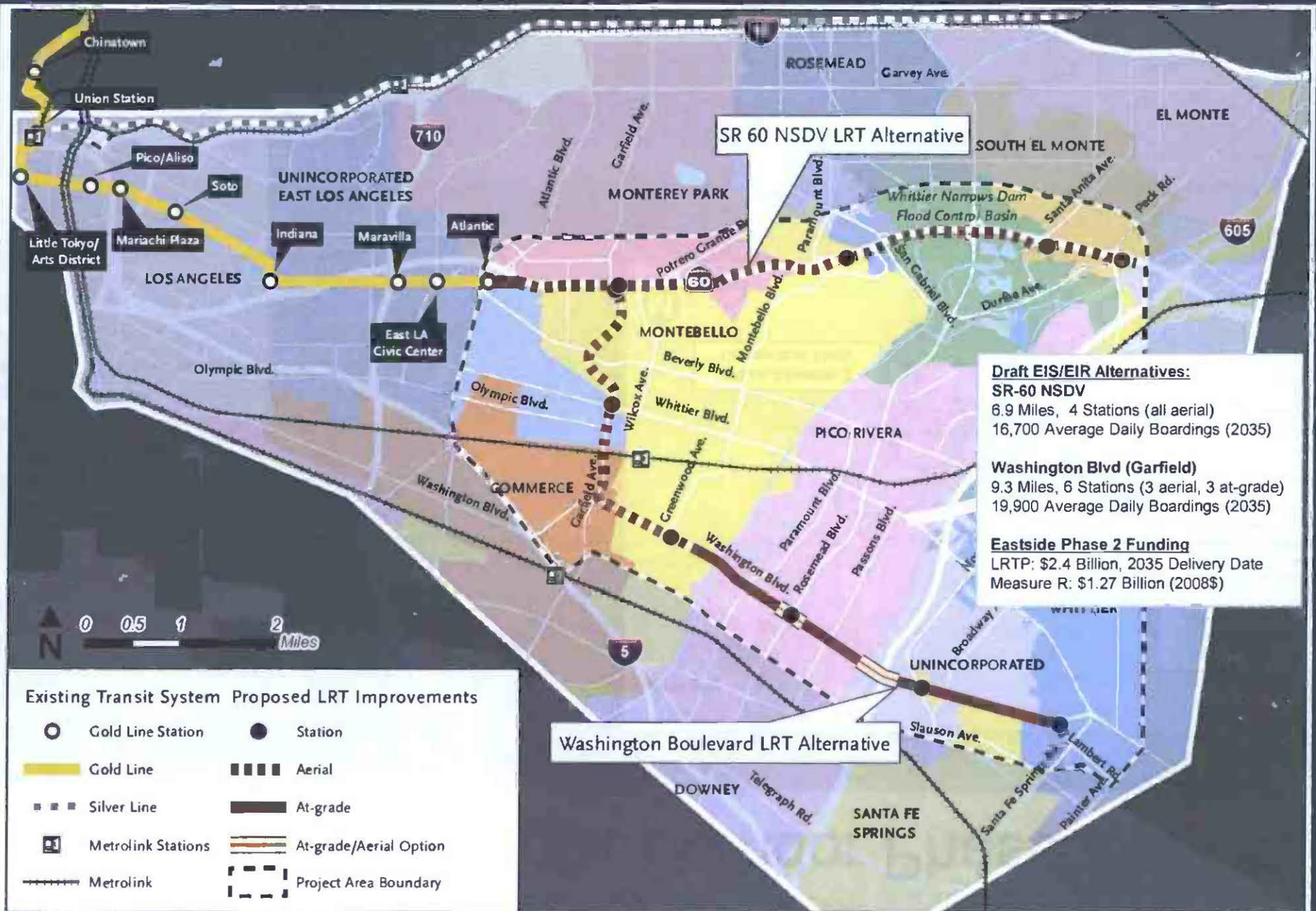
- Continued:
 - Technical Study to investigate comments from Cooperative agencies
 - Caltrans
 - Southern California Edison (SCE)
 - US Army Corps of Engineers (USACE)
 - US Environmental Protection Agency (USEPA)
 - California Department of Fish and Wildlife (CDFW)
 - Coordination with West Santa Ana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



Next Steps

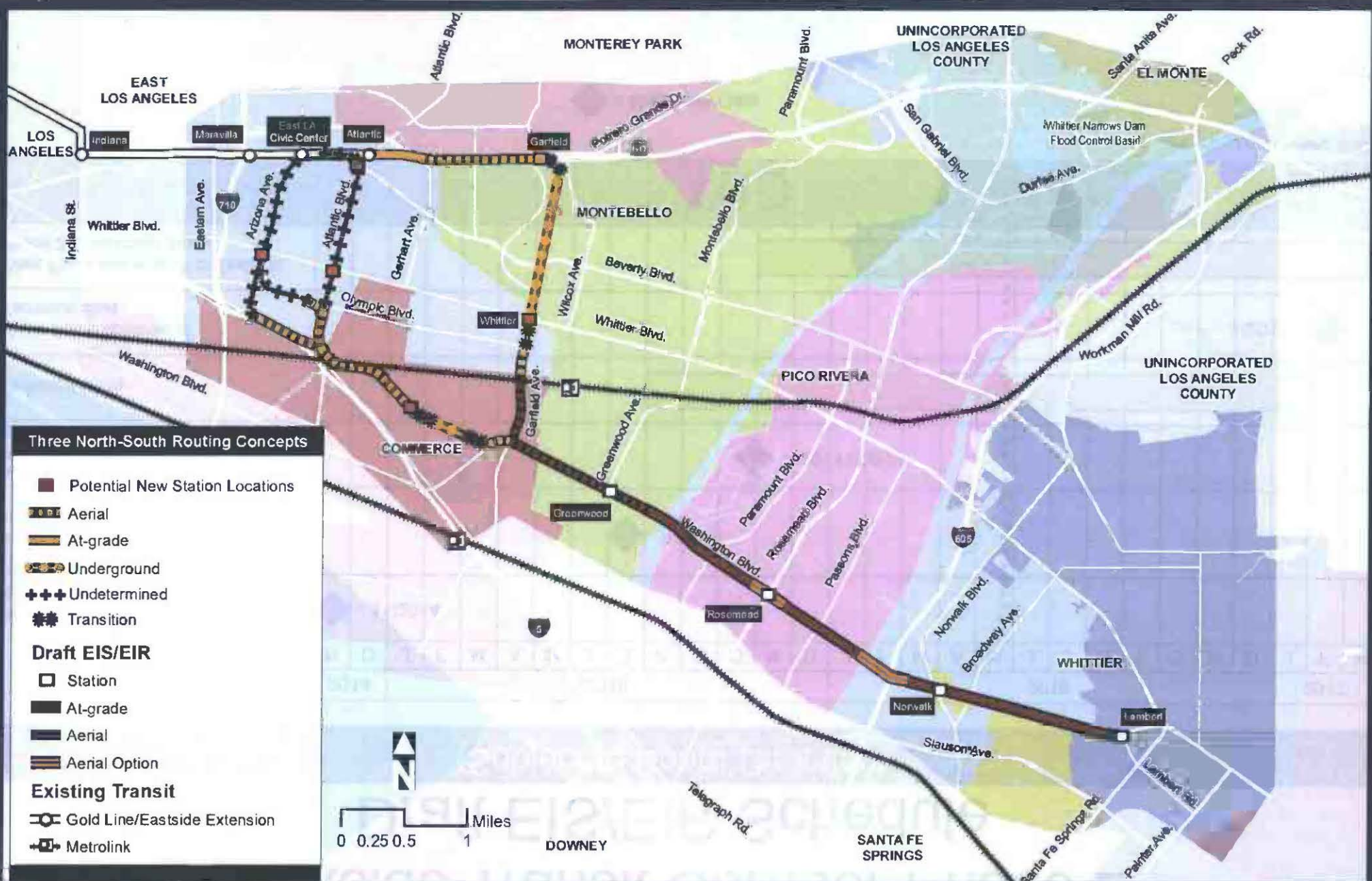
- May 2016 - Metro Board approves Washington Blvd routing connection concepts for further study
- Continue study on SR 60 NSDV
- Complete technical analysis

Eastside Transit Corridor Phase 2



Eastside Transit Corridor Phase 2

Three Washington Blvd Routing Concepts Under Study



Eastside Transit Corridor Phase 2 Draft EIS/EIR Schedule

(Subject to Board Direction)

	2014		2015												2016						2017									
	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	
Board Action – Directed further technical studies	◆	- 11/2014																												
Board Action – Approve contract modifications									◆	- 7/23/15																				
Award task order for West Santa Ana Branch – Eastside Phase II Connection Study																														
Technical Study																														
Metro Board approval of Technical Study																														
West Santa Ana Branch to Eastside Phase 2 Connection Study																														
Board Action – Reinitiate Environmental																														

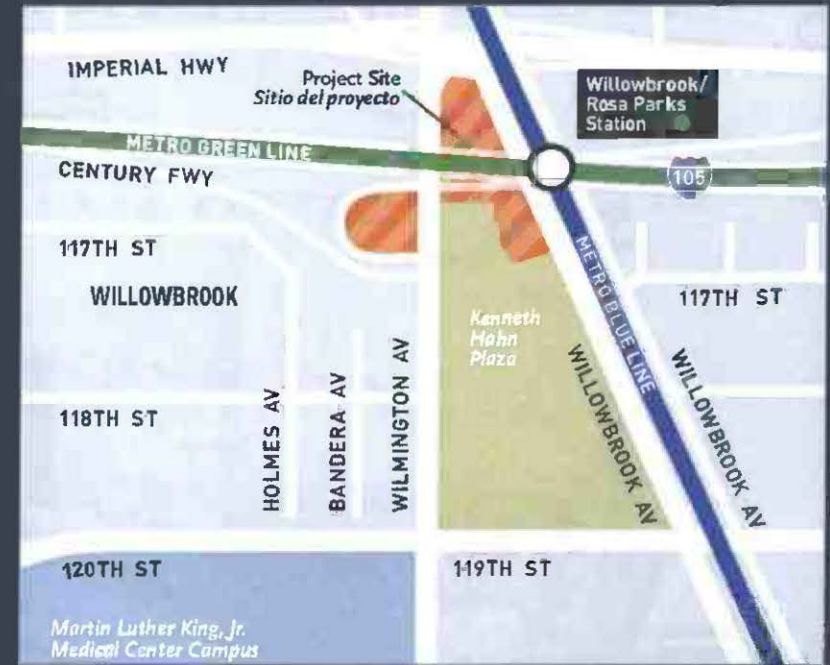
◆ = Milestone Date

Last Revised: 5/2016

Willowbrook/Rosa Parks Station Master Plan Implementation Project

Status

- Updated Conceptual Design to simplify at-grade crossing
- Awarded \$2.5 million in “Clean Transportation” funds through the State’s Mobile Source Air Pollution Reduction Review Committee (MSRC)
- Community meetings to gather feedback on updated conceptual design
 - April 19th
 - May 17th
- Ongoing briefings with elected officials and stakeholders



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	\$30.30
State Active Transportation Program	\$ 2.90
MSRC	\$ 2.50
County CDC (in-kind land value)	\$ 0.75
TOTAL PROJECT COST:	\$66.70

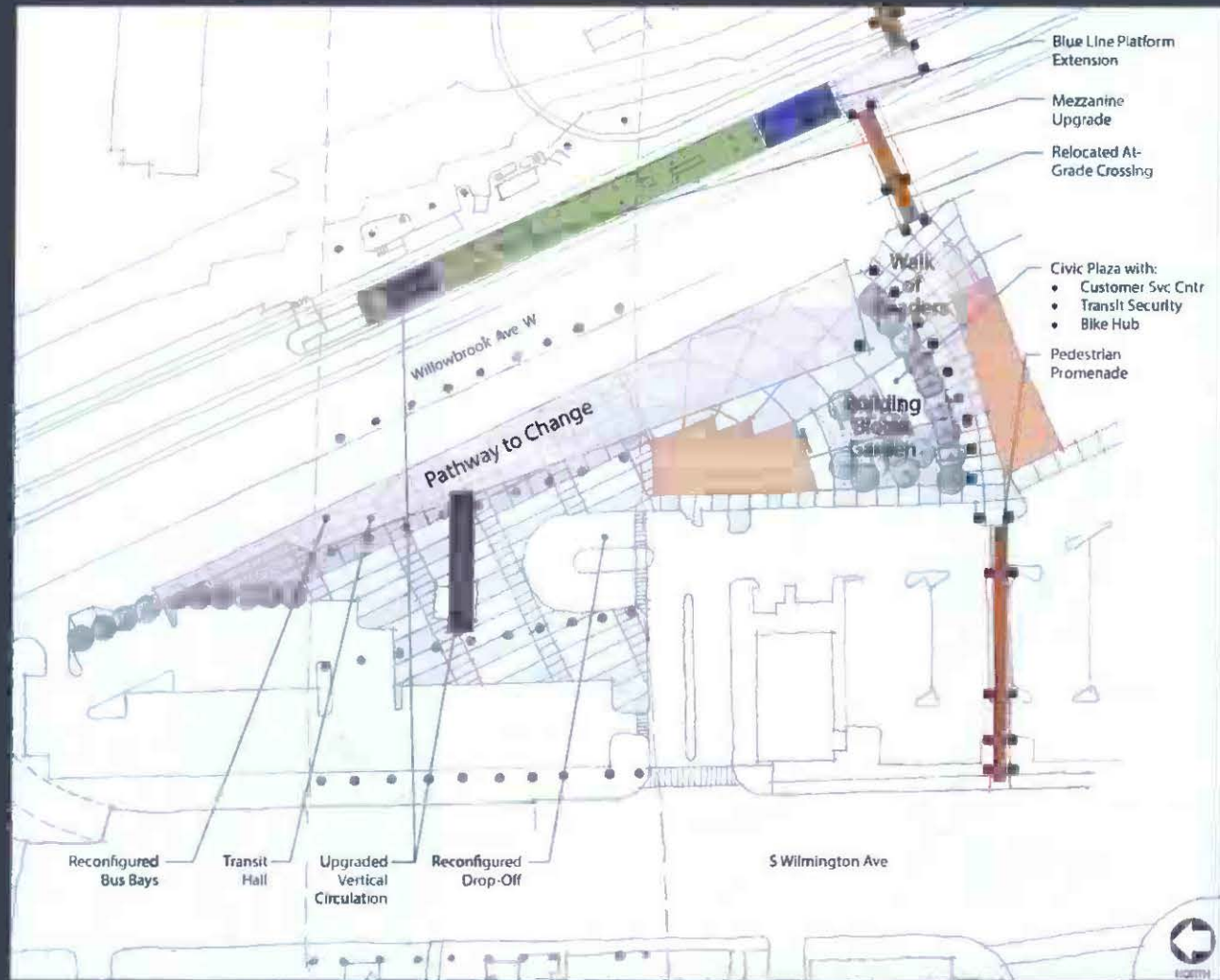


Metro

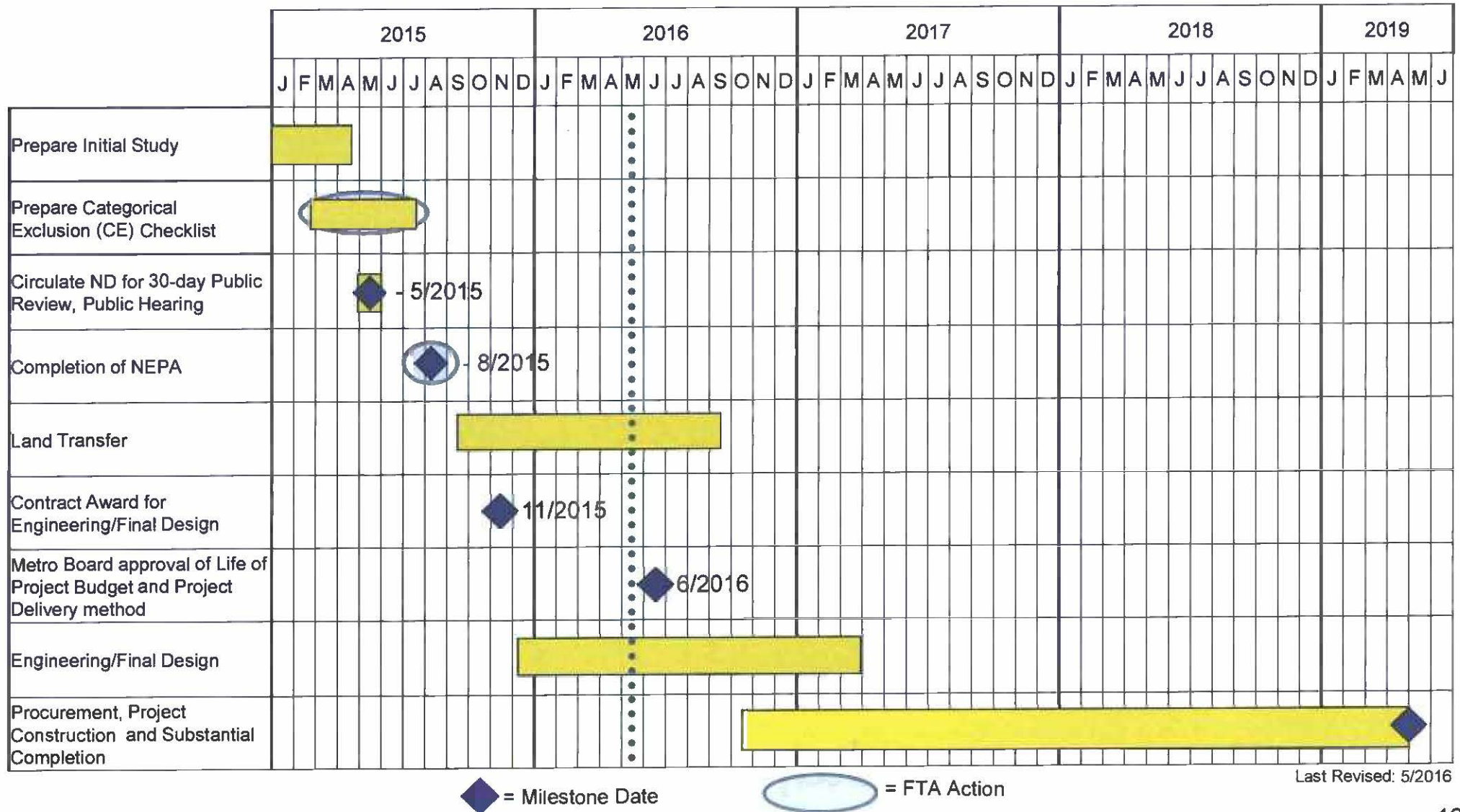
Willowbrook/Rosa Parks Station Master Plan Implementation Project

Next Steps

- Advance Schematic Design to 30% completion
- Finalize parcel acquisition with LA County Community Development Commission (CDC) and Kimco
- June 23, 2016 – Metro Board approval of Life of Project Budget and Project Delivery method
- Continue community coordination



Willowbrook/Rosa Parks Station Master Plan Implementation Project



Eastside Access Improvements

Status

- February 25, 2016 – Contract awarded
- March 14, 2016 – Kick-Off Meeting held
- Initiated 15% level of design

Next Steps

- June 2016 – Meeting with stakeholders on project improvements
- Design will be furthered to 30% level after the initial community meeting

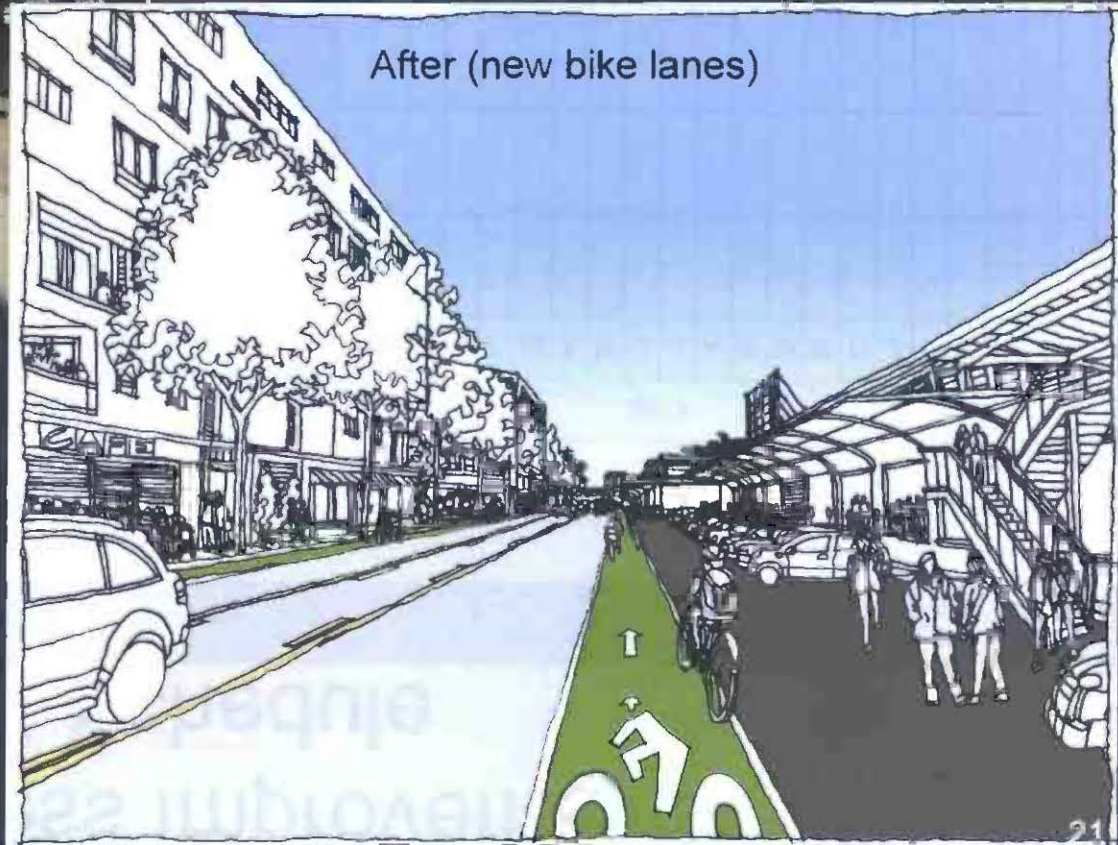


Eastside Access Improvements Santa Fe Avenue by SCI ARC

Before



After (new bike lanes)



Metro

Rail to Rail Active Transportation Corridor (ATC) Connector Project

Status

- April 2016 – Reviewed highest qualified proposer based on proposal evaluation criteria to:
 - Complete environmental clearance and PE for Segment A
 - Support Outreach component

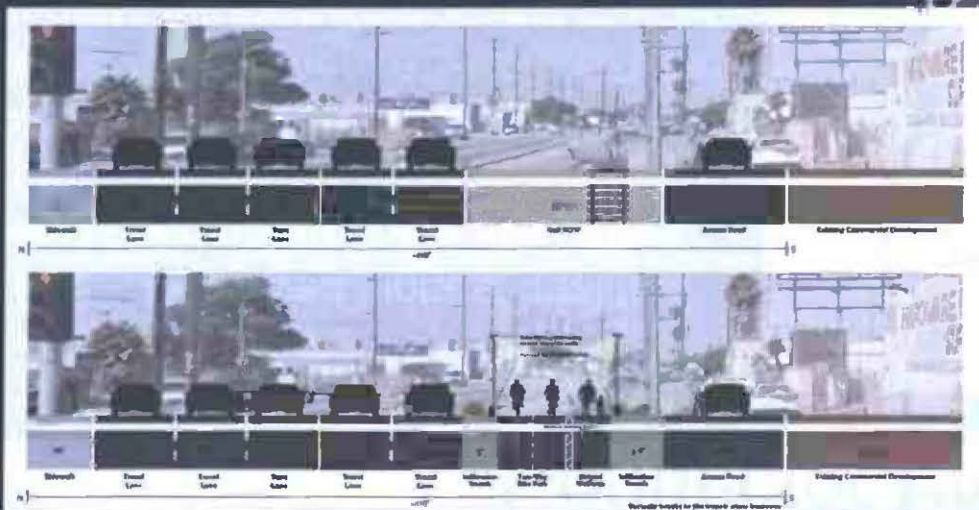
Next Steps

- May 2016 – Contract award



Rail to Rail ATC Connector Project Corridor Development

Existing Condition



Corridor Development Renderings



Metro

Milestones

	PROJECT	NOI/NOP	Admin Draft to FTA	NOA	LPA
CEQA/ NEPA	East San Fernando Valley Transit Corridor	Mar-13	May-16	Jan-17	TBD
	Eastside Transit Corridor Phase 2 ¹	Jan-10	Dec-13	Aug-14	TBD
CEQA Only	Airport Metro Connector ²	Feb-15	TBD	Jun-16	Jun-14

¹ November 2014 Board approved completion of further technical studies

² Future review under NEPA pending

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

³ Expected environmental document per NEPA is a Categorical Exclusion

⁴ Project Construction Substantial Completion

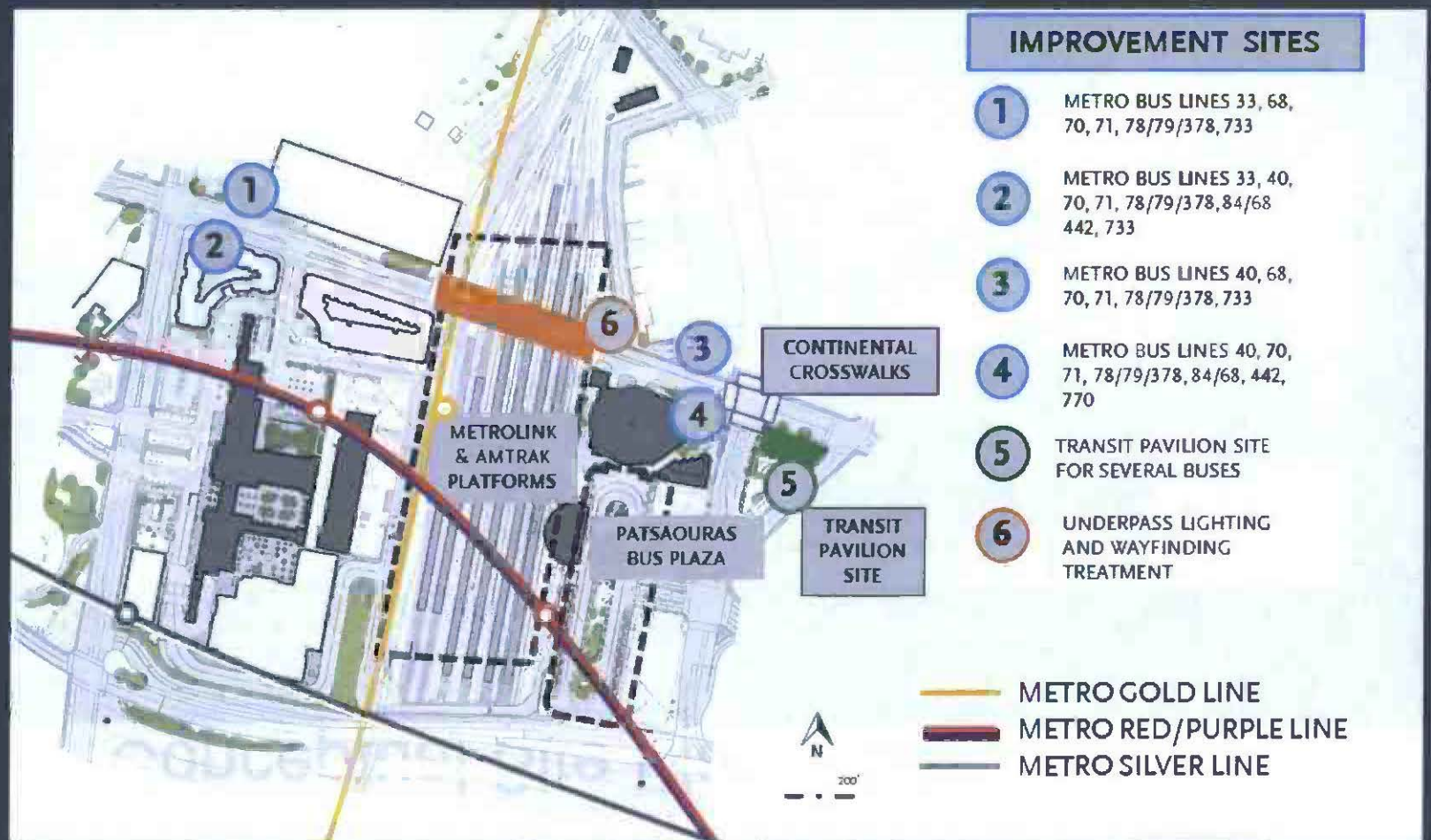
Cesar Chavez Bus Stop Improvements Project

Status

- Design procurement nearly complete
- Awaiting completion of NEPA/CEQA in order to execute grant agreement and award design contract

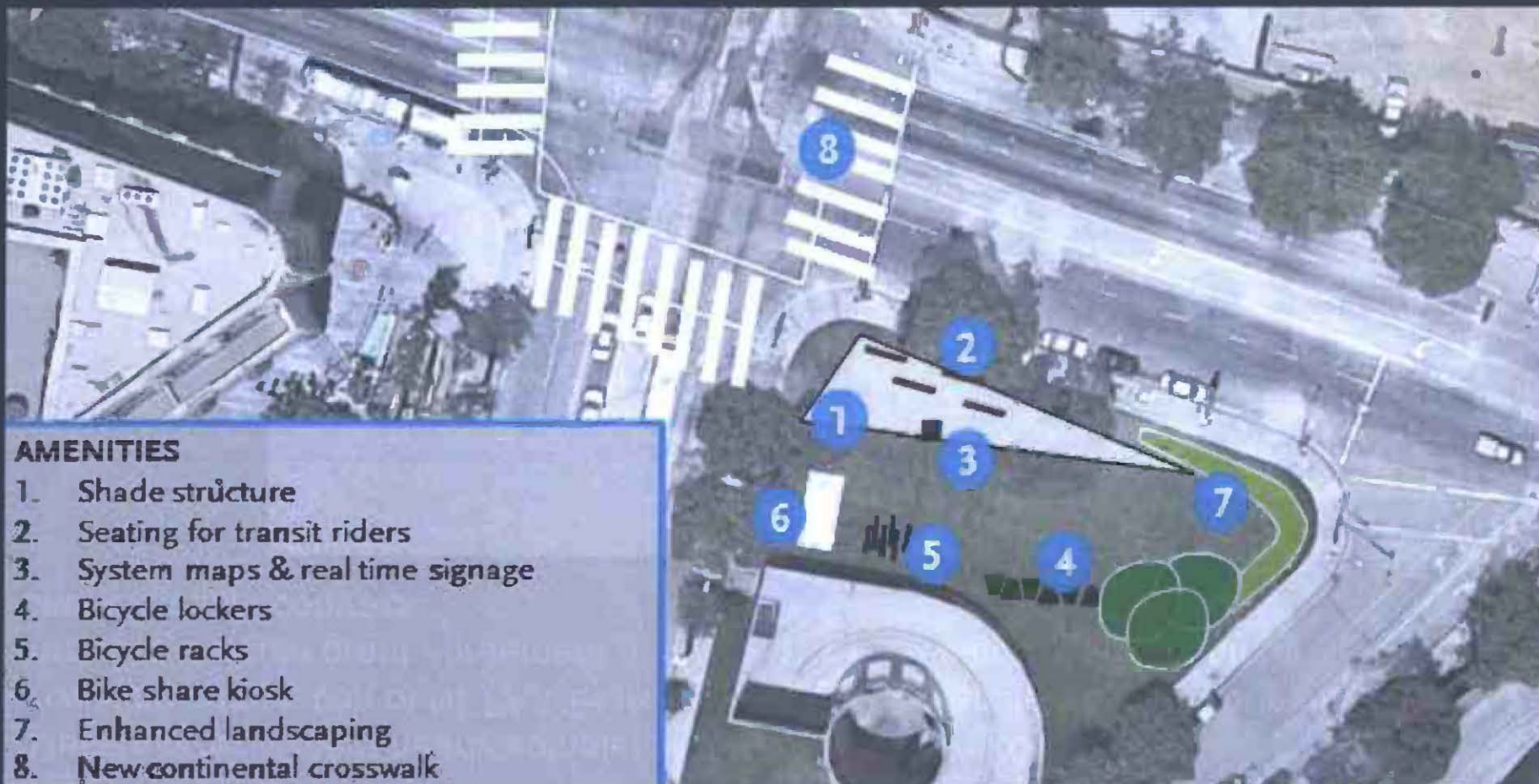
Next Steps

- Summer 2016:
 - Execute Grant Agreement
 - Award Design Contract

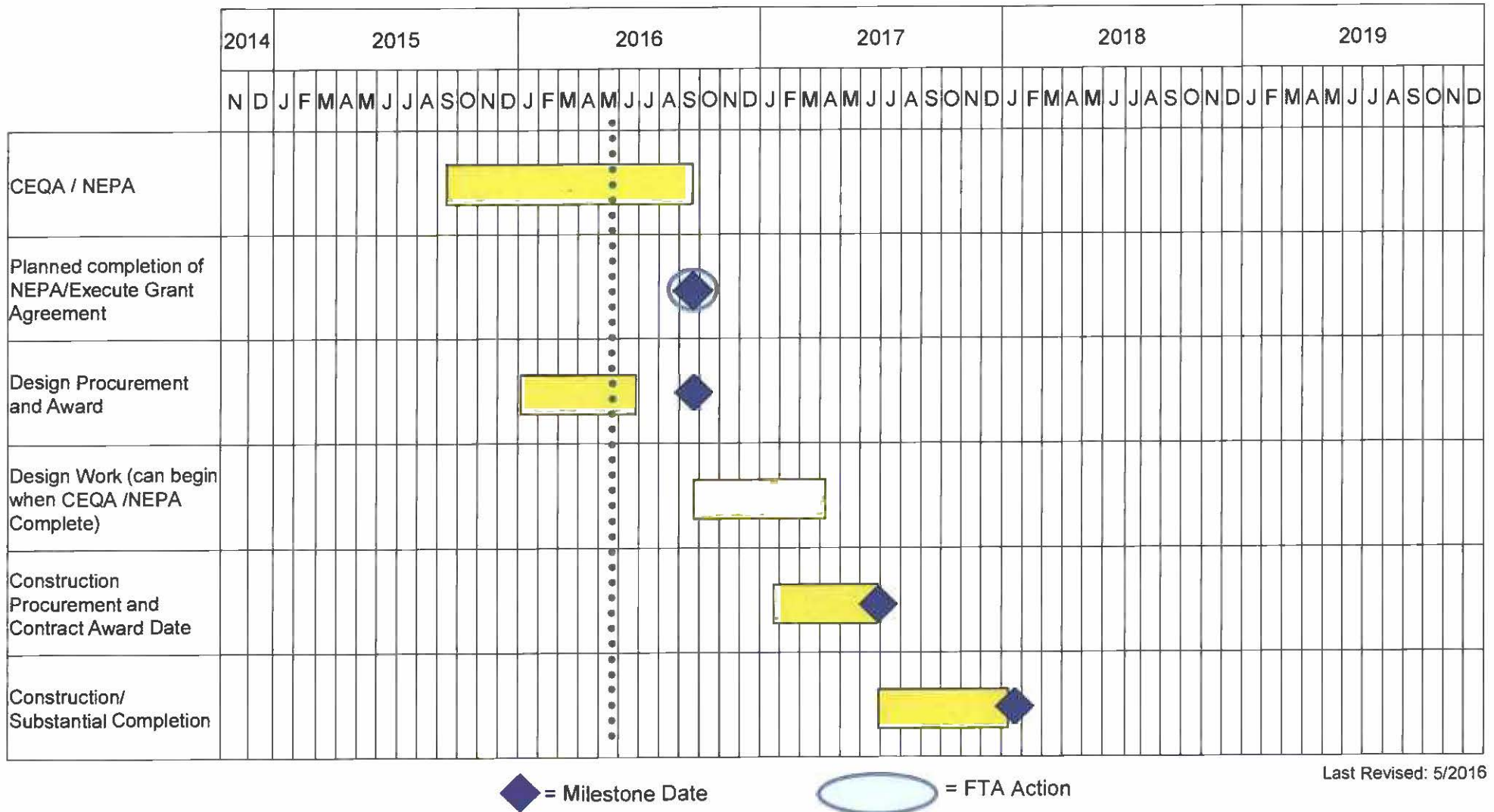


Cesar Chavez Bus Stop Improvements Project

Conceptual Site Plan – Site



Cesar Chavez Bus Stop Improvements Project Schedule (est.)



Last Revised: 5/2016

**Los Angeles County
Metropolitan Transportation Authority**

P3010 Light Rail Vehicle Acquisition Program



FTA Quarterly Meeting

Reporting Period: February 2016 - April 2016

Presentation Date: May 25, 2016



Metro

P3010 Light Rail Vehicle Acquisition Program

MAJOR ACTIVITIES DURING REPORTING PERIOD

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

Car Number	Shipment Dates
1019	Feb 3, 2016
1020	Feb 12, 2016
1021	Feb 25, 2016
1022	Mar 3, 2016
1023	Mar 17, 2016
1024	Mar 26, 2016
1025	Mar 31, 2016
1026	Apr 13, 2016
1027	Apr 20, 2016
1028	Apr 26, 2016
1029	Apr 30, 2016

- Final assembly work continues on Cars No. 1030-1040 in Palmdale, CA.

P3010 Light Rail Vehicle Acquisition Program

MAJOR ACTIVITIES DURING REPORTING PERIOD

Commissioning Sites (Metro Gold, Blue & Green Lines)

•Pilot Cars 1 & 2 Conditional Acceptance and Final Acceptance have been delayed per KI's March 2016 Schedule Update. There are two main reported reasons for the delays:

- a) A prolonged duration for the 4,000 Mile Operational Test.
- b) An increase in the lag between the Conditional Acceptance and the Final Acceptance.

Production Conformance Tests & 1000 miles burn-in

•Metro had Conditional Accepted sixteen cars as of Apr 30, 2016 where ten cars are currently available for revenue service at Foothill Extension Line, and six other cars serve as part of the fifteen targeted Cars for Expo II Line revenue service starting May 20, 2016.

•KI continues with the vehicle-level Production Conformance (Routine) testing on Cars No. 1023 - 1029 at Green and Expo Lines.

P3010 Light Rail Vehicle Acquisition Program

PROGRAM STATUS

Schedule

- The production schedule submitted by KI's Monthly Schedule Update Report remained disapproved by Metro. KI has yet to submit recovery plan per contract requirement.
- The overall schedules (including Options) are still within contractual requirements.
- Conditional Acceptance of first six P3010 cars started on Mar 4, 2016.

Design Validation

- Production Baseline Design Reviews: 100% Completed.
- First Article Inspections (FAIs): 100% Completed.
- Design Qualification Tests: 98% Completed.
- Safety Certification Required Document: 99% Completed.
- Contract Deliverables Requirements List (CDRL), 88.9% submitted.



P3010 Light Rail Vehicle Acquisition Program

PROJECT BUDGET (Base Buy)

ELEMENT (KI/CONTRACTOR)	LRV PROJECT BUDGET (BASE BUY)	LRV PROJECT BUDGET INVOICED TO DATE	LRV PROJECT BUDGET REMAINING
Base Buy			
78 LRV's	\$268,427,613.00	\$150,960,298.84	\$117,467,314.16
Spare Parts	\$20,069,679.00	\$0.00	\$20,069,679.00
Special Tools	\$819,258.00	\$0.00	\$819,258.00
Diagnostic Test Equipment	\$2,683,041.00	\$0.00	\$2,683,041.00
Base Buy Training	\$1,366,776.00	\$129,844.10	\$1,236,931.90
Manuals	\$675,512.00	\$0.00	\$675,512.00
Performance Bond	\$8,714,500.00	\$8,714,500.00	\$0.00
On-Site Engineer	\$1,679,366.00	\$681,794.10	\$997,571.90
Vehicle Sub-Total	\$304,435,745.00	\$160,486,437.04	\$143,949,307.96
Contingency Sub-Total	\$10,704,091.00	\$5,373,918.62	\$5,330,172.38
VEHICLE TOTAL	\$315,139,836.00	\$165,860,355.66	\$149,279,480.34
LACMTA			
MTA Administration	\$5,886,472.00		
PROFESSIONAL SERVICES AND ADMINISTRATION			
ELEMENT (PROFESSIONAL SERVICES)	LRV PROJECT BUDGET (LOP)	LRV PROJECT LOP BUDGET INVOICED TO DATE	LRV PROJECT LOP BUDGET REMAINING
Professional Services (Element A)	\$21,208,749.00	\$10,996,094.70	\$10,212,654.30
Professional Services (Element B)	\$8,378,885.00	\$2,052,119.53	\$6,326,765.47
CONSULTANTS TOTAL	\$29,587,634.00	\$13,048,214.23	\$16,539,419.77

P3010 Light Rail Vehicle Acquisition Program

PROJECT BUDGET (Options #1 & #4)

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

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

P3010 Light Rail Vehicle Acquisition Program

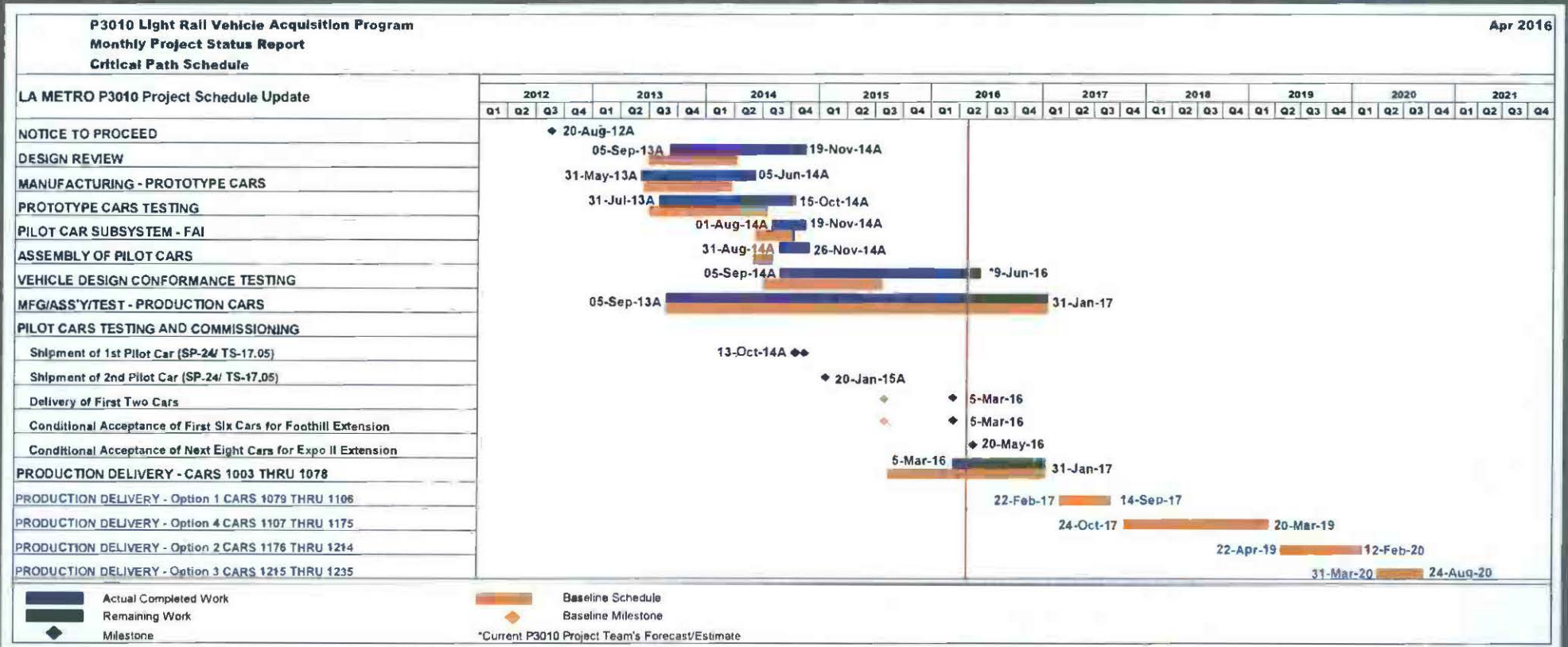
PROJECT BUDGET (Options #2 & #3)

ELEMENT (KI/CONTRACTOR)	LRV PROJECT BUDGET (OPTIONS 2 & 3)	LRV PROJECT BUDGET INVOICED TO DATE	LRV PROJECT BUDGET REMAINING
Options 2 & 3 (60 LRVs)	\$214,370,373.96	\$12,040,449.72	\$202,329,924.24
Spare Parts	\$15,821,024.40	\$0.00	\$15,821,024.40
Special Tools	\$389,434.57	\$0.00	\$389,434.57
Diagnostic Test Equipment	\$1,416,049.63	\$0.00	\$1,416,049.63
Training			
Manuals			
Performance Bond	\$7,921,238.44	\$0.00	\$7,921,238.44
On-Site Engineer			
Vehicle Sub-Total	\$239,918,121.00	\$12,040,449.72	\$227,877,671.28
Contingency Sub-Total	\$15,869,912.00		\$15,869,912.00
VEHICLE TOTAL	\$255,788,033.00		\$243,747,583.28
LACMTA			
MTA Admin Option 2 & 3	\$7,211,967.00		

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

P3010 Light Rail Vehicle Acquisition Program

PROJECT SCHEDULE



P3010 Light Rail Vehicle Acquisition Program

CONTRACT MODIFICATIONS (Initiated by Metro)

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

 = CM Executed by Metro

Note: Information is accurate as of April 30, 2016.

P3010 Light Rail Vehicle Acquisition Program

TOP FIVE POTENTIAL RISKS

Risk Description	Risk Mitigation
<p>Design Conformance Testing (DCT) - DCT is performed on Metro property prior to vehicle acceptance and could take longer than expected due to availability of testing track.</p>	<ol style="list-style-type: none"> 1. Perform early coordination with Operations and Planning on the qualification test logistics and yard needs. 2. Perform close continuous coordination with Operations and Planning during the test period especially the track-time and personnel availability/conflict.
<p>Aggressive Schedule - Overly aggressive project schedule may be impossible for both Metro and KI to implement.</p>	<ol style="list-style-type: none"> 1. Prepare and maintain master integrated schedule for implementation of all interfacing capital projects. 2. Stagger project implementation schedule, i.e., avoid overlap of procurement cycles.
<p>Final Assembly Site – Potential workforce challenges including not being able to obtain qualified personnel to perform quality work within aggressive FA schedule.</p>	<ol style="list-style-type: none"> 1. Perform early training on acquired staff, clearly define working expectations, and allocate flow time for corrective actions. 2. Metro to work closely with KI FA team to identify potential open items, establish quality verification process and standards, allocate additional on-site personnel to mitigate schedule slippage due to re-works and re-tests.
<p>Contract Modification Process – Changes initiated by either party during design review process could potentially cause delay or claims.</p>	<ol style="list-style-type: none"> 1. Identify and define potential “Needs” and “Wants” in the early stages of the project phase. 2. Engage customers and stakeholders for early/critical review sessions.
<p>Implementation of the Quality Assurance program is not well planned and as a result is not effective. This could result in problems during testing and ultimately in revenue service.</p>	<ol style="list-style-type: none"> 1. Metro to work closely with KI to ensure Quality Assurance (QA) is strictly implemented and checked off against checklists for each production process in the Quality Assurance Program Plans (QAPP). 2. Metro will also dispatch auditor(s) on a periodic basis to ensure QA is being addressed in critical locations.

P3010 Light Rail Vehicle Acquisition Program

ANTICIPATED ACTIVITIES FOR NEXT REPORTING PERIOD

Final Assembly Site

- KI to continue assembly work on Cars and routine testing in Palmdale, CA.
- Metro anticipates KI to continue shipping four Cars (minimum) per month.

Commissioning Site

- KI to complete the 4,000 Mile Operational Test at Metro Blue Line.
- KI to continue vehicle-level routine testing on Cars at Green and Expo Lines.
- Fifteen Cars are targeted to be conditionally accepted to support the May 20, 2016 opening of the Expo II Line.
- Metro will move three P3010 Cars (Nos. 1003, 1014 and 1016) from Foothill Extension Line to Green/Expo Line also to support the May 20, 2016 opening of the Expo II Line.

Safety Certification

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



Los Angeles County
Metropolitan Transportation Authority

Heavy Rail Vehicle Acquisition Program



FTA Quarterly Meeting Review
May 25, 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	\$1,542,400	\$20,911,100	\$22,453,500
MTA ADMINISTRATION	\$8,365,000	\$1,298,500	\$7,066,500	\$8,365,000
VEHICLE SUBTOTAL	\$264,547,500	\$2,840,900	\$261,706,600	\$264,547,500
CONTINGENCY	\$26,453,000	\$0	\$26,453,000	\$26,453,000
CONTINGENCY SUBTOTAL	\$26,453,000	\$0	\$26,453,000	\$26,453,000
TOTAL PROJECT	\$291,000,500	\$2,840,900	\$288,159,600	\$291,000,500

New Heavy Rail Vehicle Program

- **PROJECT SCOPE**

- **Base Order of 64 new HRVs:**

- 34 HRVs to support the Purple Line Extension (PLE), Segment 1
 - 30 HRVs for A650 Base Buy fleet replacement.
 - The Total Project Budget is \$291 million. LACMTA intends to exercise up to five Options.

- **Options:**

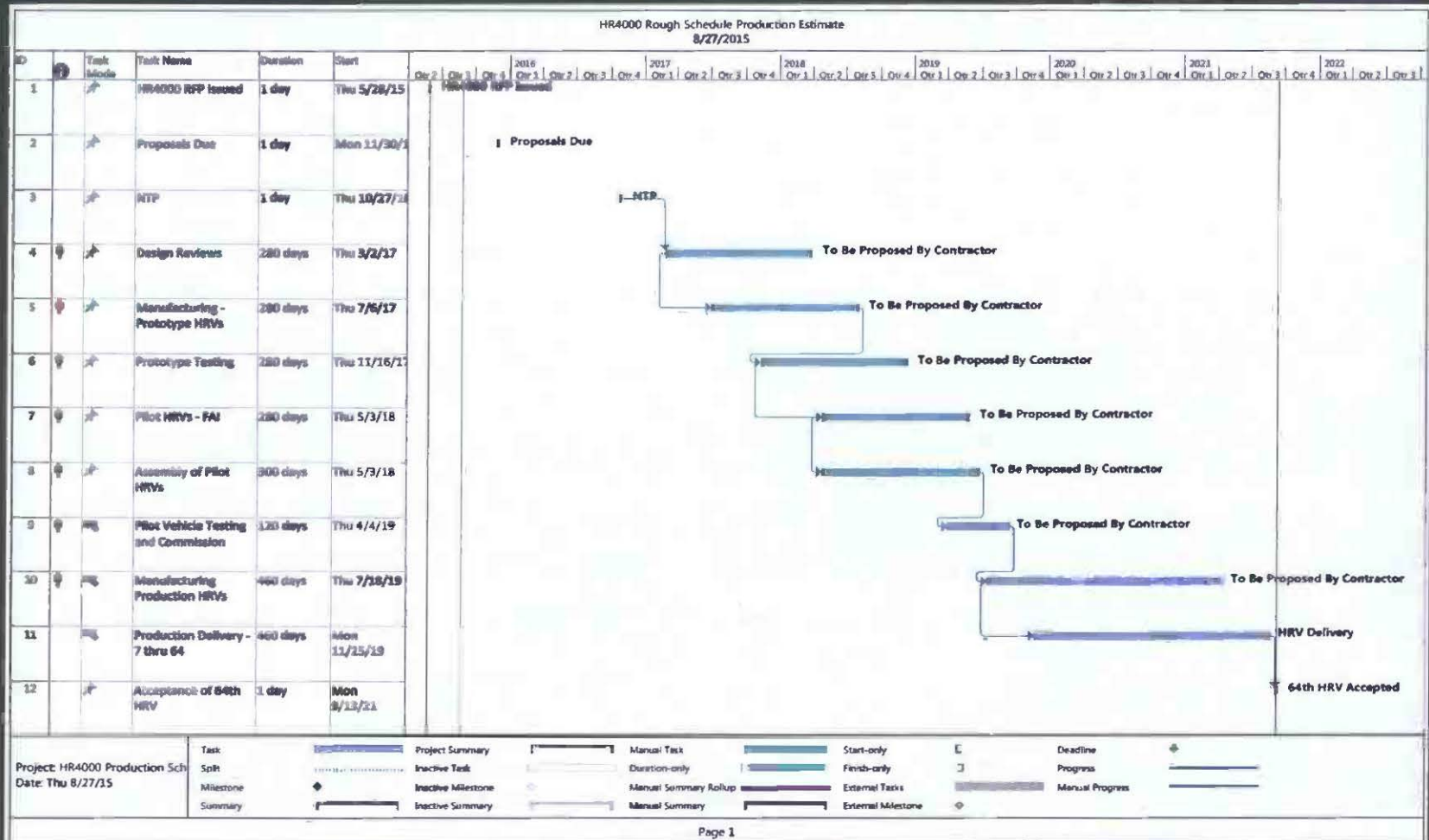
- Option 1 (24 HRVs) and Option 2 (84 HRVs) to support fleet and service expansion.
 - Option 3 (20 HRVs) to support the Purple Line Extension (PLE), Section 2
 - Option 4 (16 HRVs) to support the Purple Line Extension (PLE), Section 3
 - Option 5 (74 HRVs) for the A650 Option Buy fleet replacement



Metro

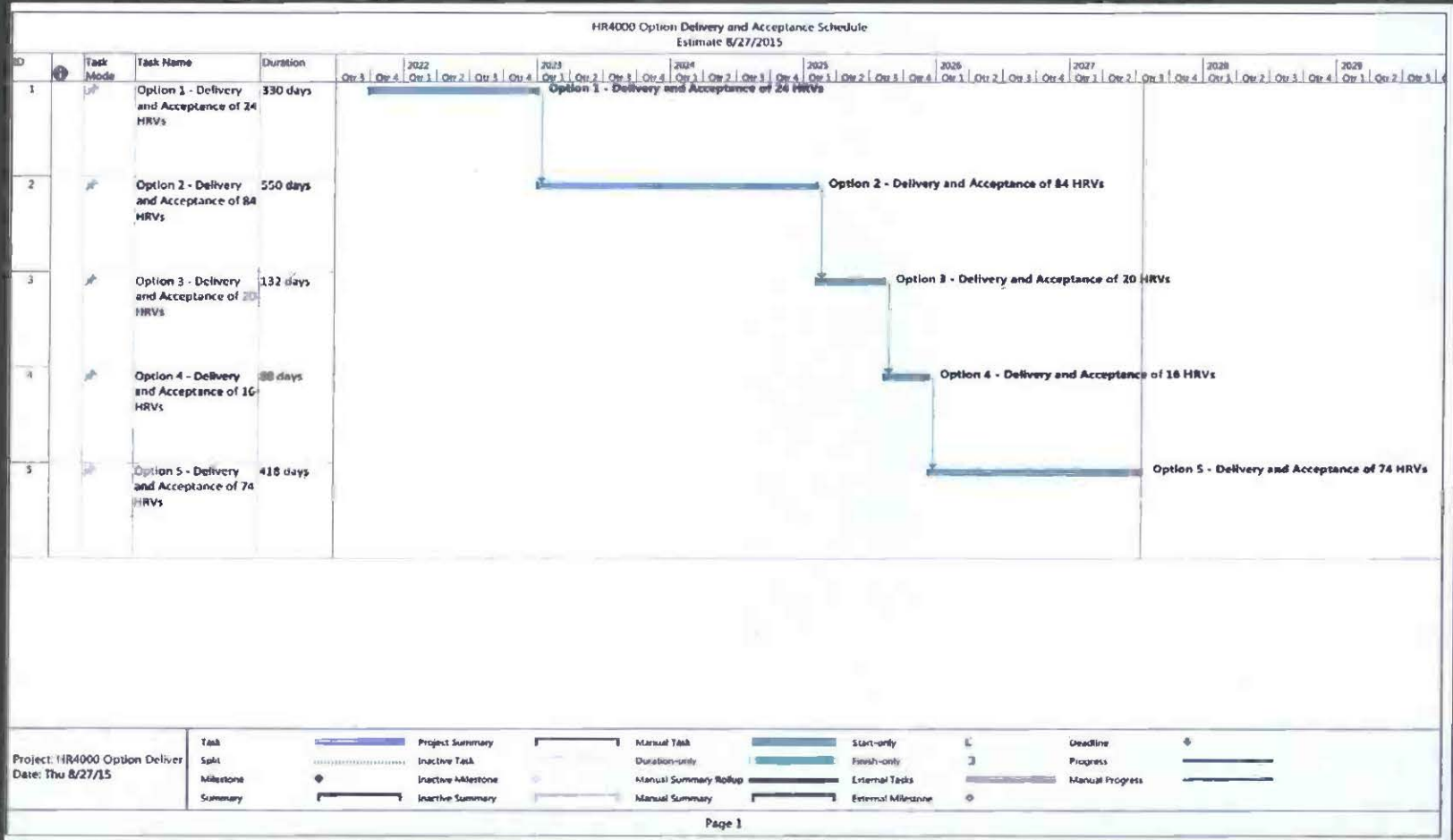
New Heavy Rail Vehicle Program

- SCHEDULE (DRAFT) – BASE ORDER



New Heavy Rail Vehicle Program

- SCHEDULE (DRAFT) – OPTIONS



New Heavy Rail Vehicle Program

RISK MANAGEMENT

Risk ID	Risk Type	Risk Description	Date	Cost	Time	Prob	Risk Score	Risk Owner	Mitigation Strategy	Action Items	Cost	Time	Prob	Risk Score After Mitigation
1	External	FTA FAST Act	31-Apr-16	4	2	5	35			1. LACMTA is reaching out to Rail Vehicle Contractors to identify possible concerns and compliance with the FAST Act. 2. LACMTA has provided comments to the Notice of Proposed Public Interest Waivers	4	2	5	15
2	External	Local hiring plan could increase prices for bidders without existing local facilities.	25-Jan-16	5	1	4	12			N/A	5	1	4	12
3	External	The quantity of vehicles in the base order could limit the number of interested TVMs. This could affect price.	25-Jan-16	5	1	4	12			N/A	5	1	4	12
4	Operations	Resources and track availability may be a constraint for LACMTA and delay the Contractor in delivering Vehicles	25-Jan-16	2	3	3	7.5			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	7.5
5	External	Protest could delay Award and NTP.	25-Jan-16	2	3	3	7.5			1. Follow established and proven LACMTA Proposal Evaluation process.	1	2	2	7.5

New Heavy Rail Vehicle Program

- **COMMERCIAL TERMS AND CONDITIONS**

- Revised Local Employment Program based on FTA/DOT comments

- Amended from a mandatory program to voluntary program
- Expanded the geographic preference market from LA County to the State of California
- Credit applied to new jobs only w/10% targeted for disadvantaged workers

- **FTA FAST ACT**

- LACMTA is reaching out to Rail Vehicle Contractors to identify possible concerns and compliance with the FAST Act; 65% Buy America in FY18 and FY19 and 70% Buy America in FY20 and beyond.
- LACMTA has provided FTA with comments to the Notice of Proposed Public Interest Waivers for the FAST Act

- **ANTICIPATED ACTIVITIES FOR NEXT REPORTING PERIOD**

- Black-Out Period
- Evaluation of Proposals



Metro

FTA Quarterly Review Action Item Report – February 24, 2016

Item No.	Status	Description	Responsible Agency	Responsible Staff	Due Date
1-2/24	Open	Metro to conduct regular P3010 Light Rail Vehicle Acquisition Program Risk Assessment Meetings and invite the Contractor to participate.	LACMTA	Jesus Montes/ Annie Yang	5/25/16
1-5/27	Open	Metro Crenshaw /LAX Transit Project staff and Metro Planning staff to schedule a meeting with FTA/PMOC to identify and delineate cost/schedule impacts between the Southwest Yard and 96 th Street Station following approval of the Southwest Yard Baseline Schedule and the contractor's response to the request for change order. Meeting to occur after negotiations are finalized with the Contractor.	LACMTA	Charles Beauvoir/ Robert Rincon/ Calvin Hollis	5/25/16
7-2/25	Open	Metro to hold a meeting with Metro Engineering, Construction staff and Metro Planning 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.	LACMTA	Bryan Pennington/ Charles Beauvoir/ Calvin Hollis	5/25/16
8-2/25	Open	Metro to provide the FTA/PMOC an updated Rail Fleet Management Plan (RFMP), including a revised Light Rail Vehicle (LRV) section, upon completion.	LACMTA	Bruce Shelburne	3/31/16