

Los Angeles County
Metropolitan Transportation Authority

FTA Quarterly Review

Briefing Book

FEBRUARY 22, 2017



Metro

FTA QUARTERLY REVIEW MEETING

Los Angeles County Metropolitan Transportation Authority

Wednesday, February 22, 2017– 9:00 a.m.

William Mulholland Conference Room – 15th Floor

I. OVERVIEW

- A. FTA Opening Remarks
- B. Metro Management Overview
- C. Office of Extraordinary Innovation
- D. Financial Status
- E. Legal Issues
- F. Construction Safety and Security

PRESENTER

Edward Carranza
Phillip Washington
Joshua Schank
Drew Phillips
Charles Safer
Gregory Kildare

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 2/3 Project
- E. Regional Connector Transit Corridor Project
- F. Patsaouras Plaza Bus Station Project
- G. Willowbrook/Rosa Parks Station
Master Implementation Project
- H. Eastside Access Improvements Project
- I. P3010 Light Rail Vehicle Acquisition Program
- J. Heavy Rail Vehicle Acquisition Program

Richard Clarke
Charles Beauvoir
James Cohen
Daniel Comorre
Gary Baker
Timothy Lindholm
Timothy Lindholm

Dolores Roybal
Jesus Montes
Cop Tran

III. METRO PLANNING REPORTS

- A. SCAG RTP Amendment of Measure M Baseline
- 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. Metro Core Capacity Improvements Project
 - Division 20 Portal Widening and Turnback Facility
- 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

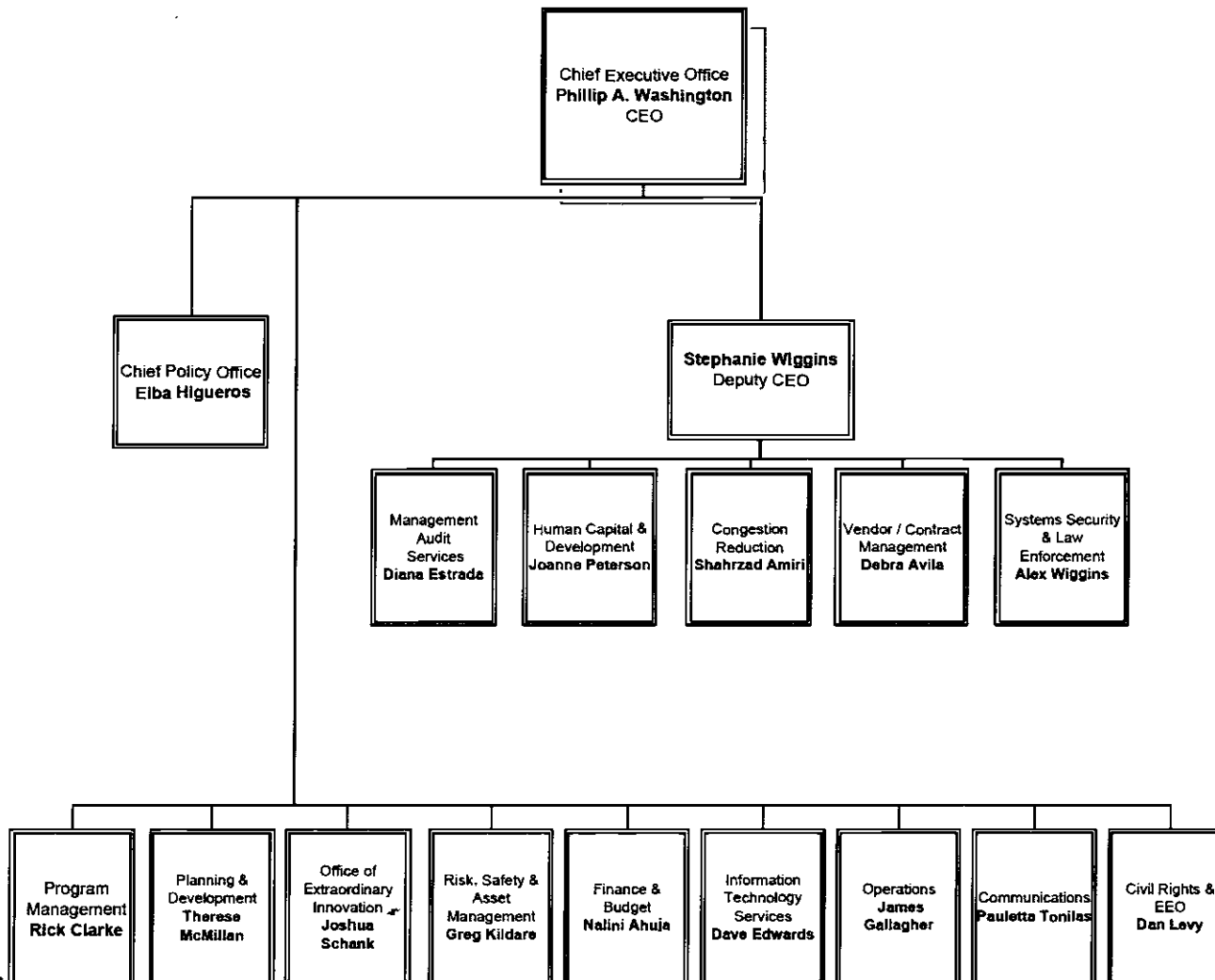
Wednesday, May 31, 2017

William Mulholland Conference Room - 15th Floor

Agency Organizational Chart

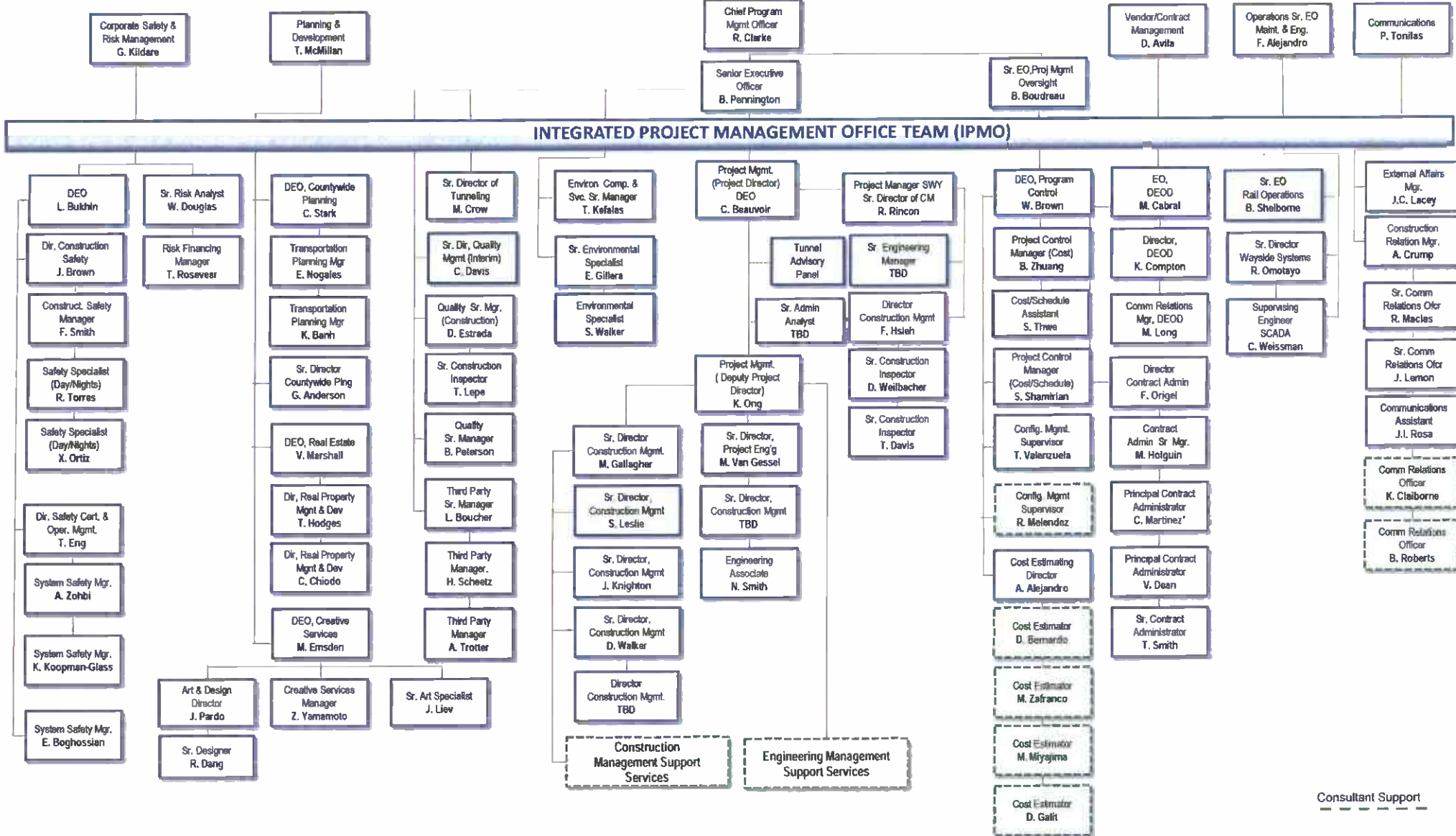
Los Angeles County Metropolitan Transportation Authority

FY17 Organization Chart

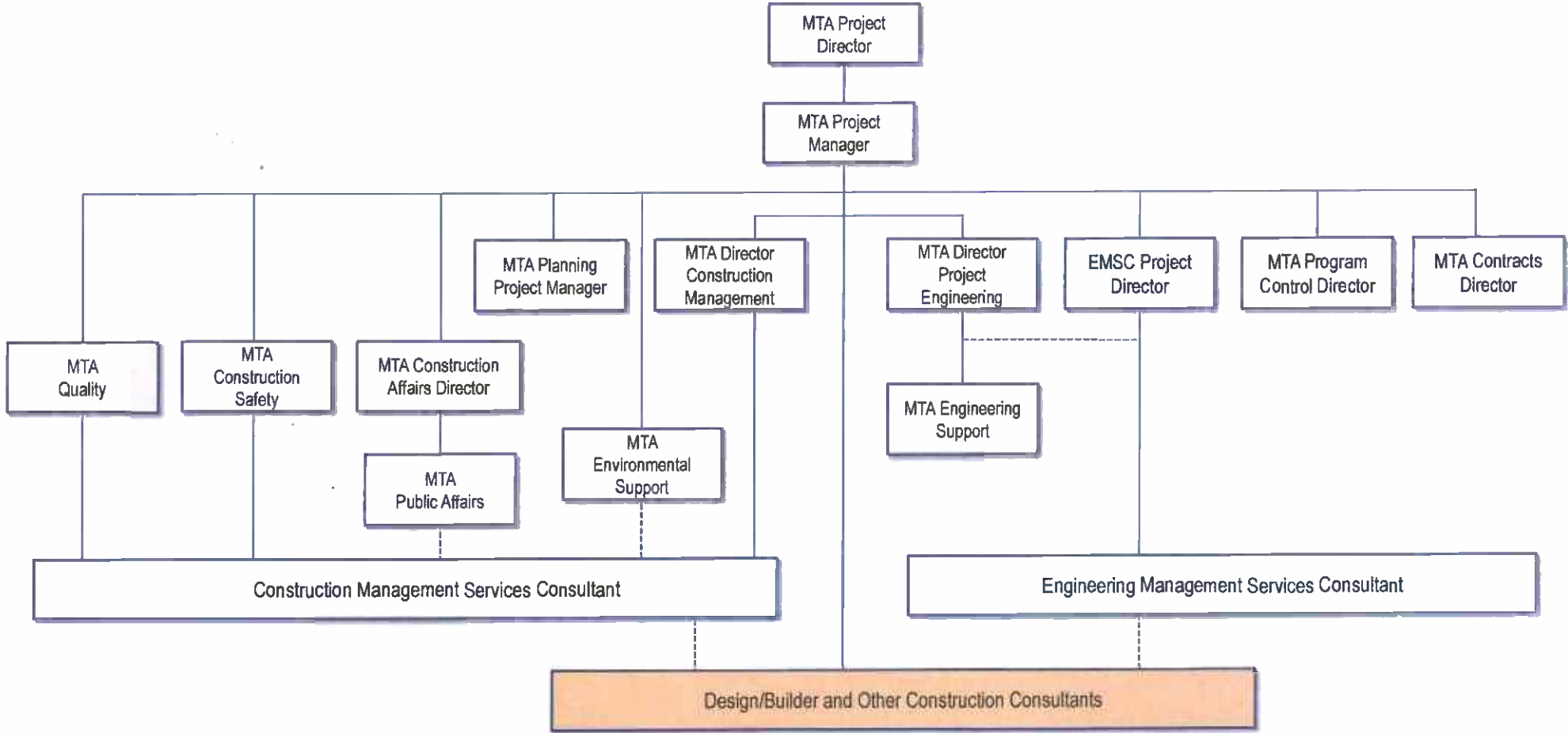


CRENSHAW/LAX TRANSIT PROJECT MATRIX ORGANIZATION

Metro Executive Management Organization and Staff

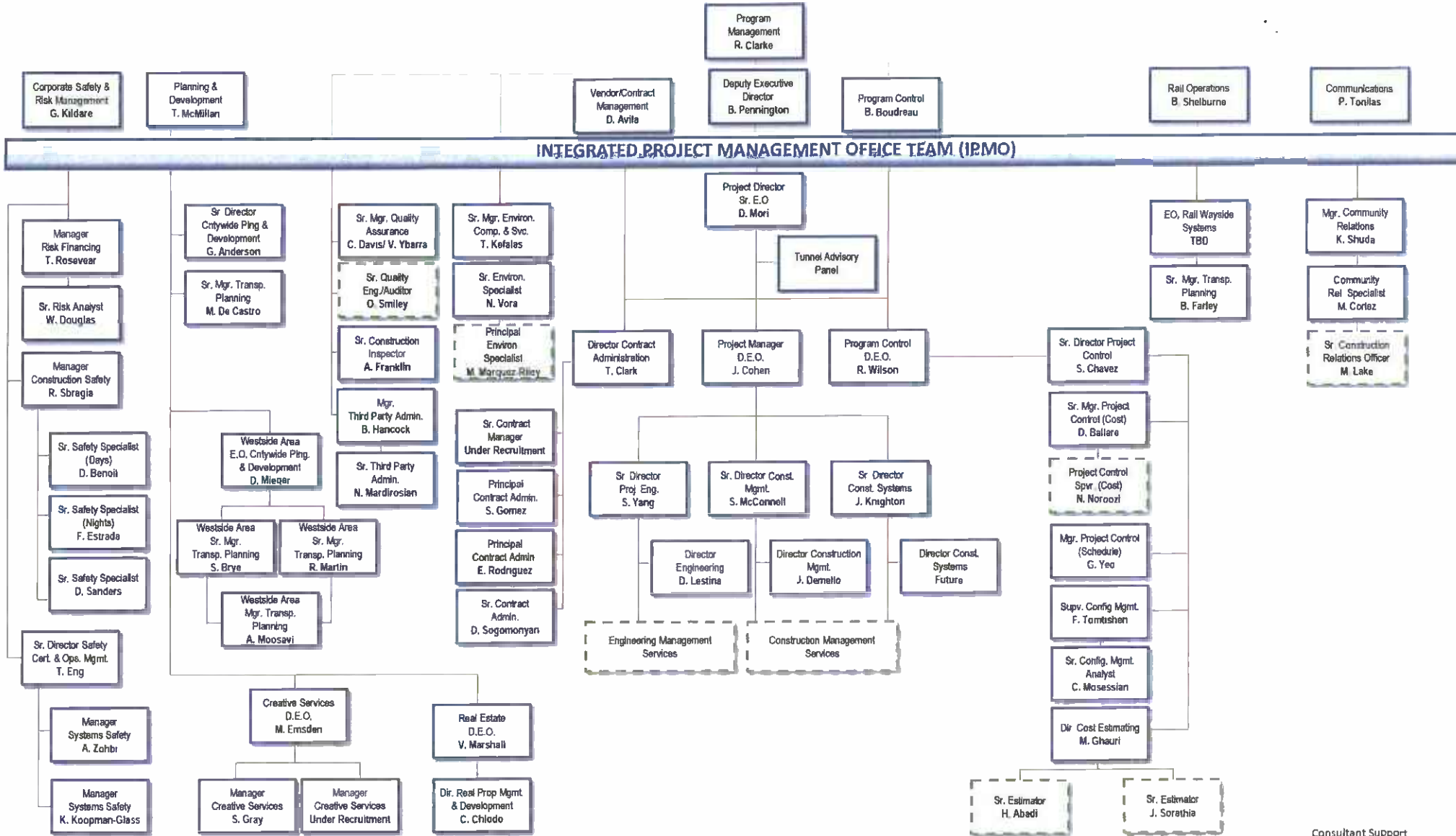


**CRENSHAW/LAX TRANSIT PROJECT
Responsibility and Reporting Matrix**



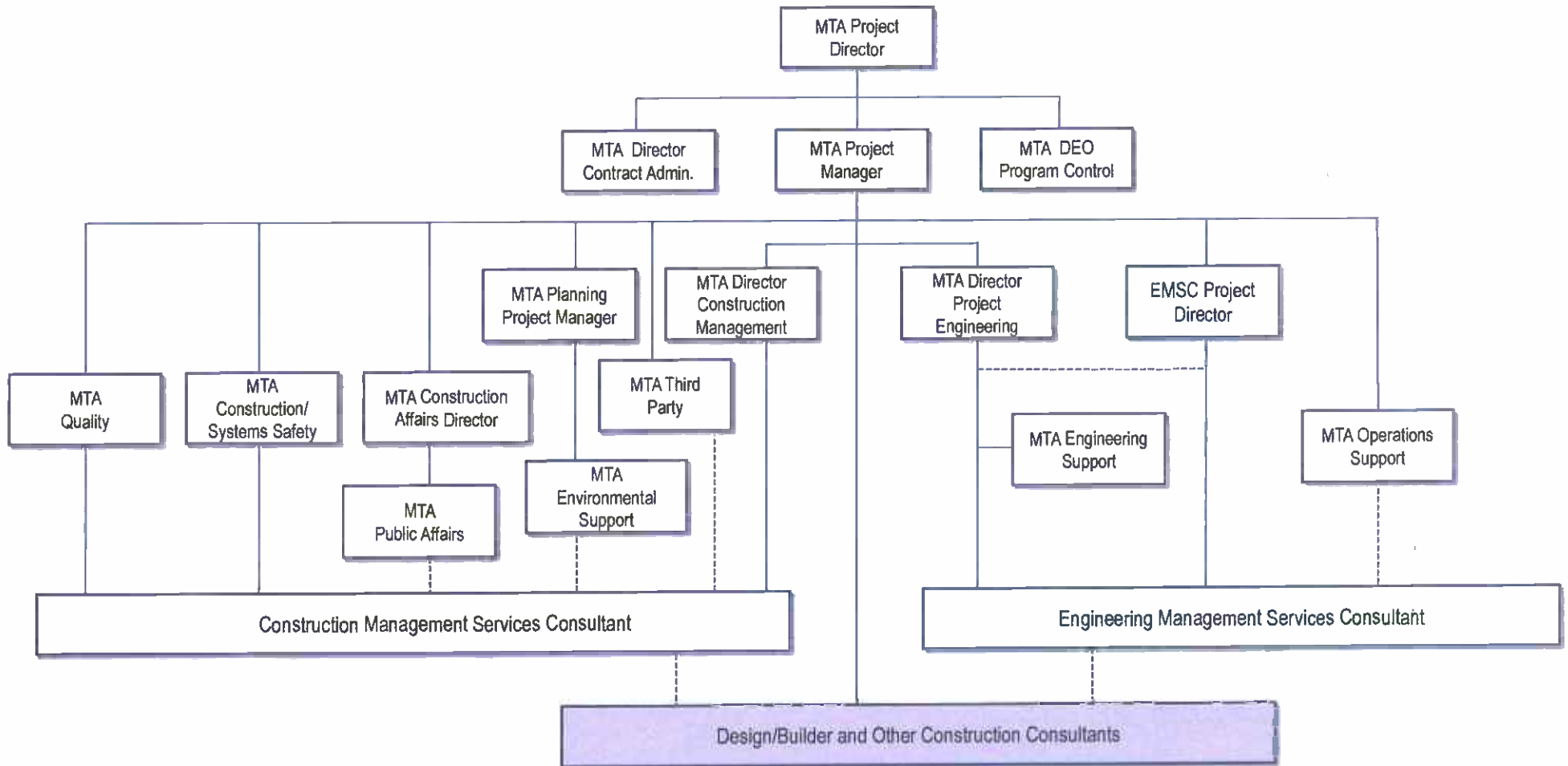
WESTSIDE PURPLE LINE EXTENSION SECTION 1 Matrix Organization

Metro Executive Management Organization and Staff



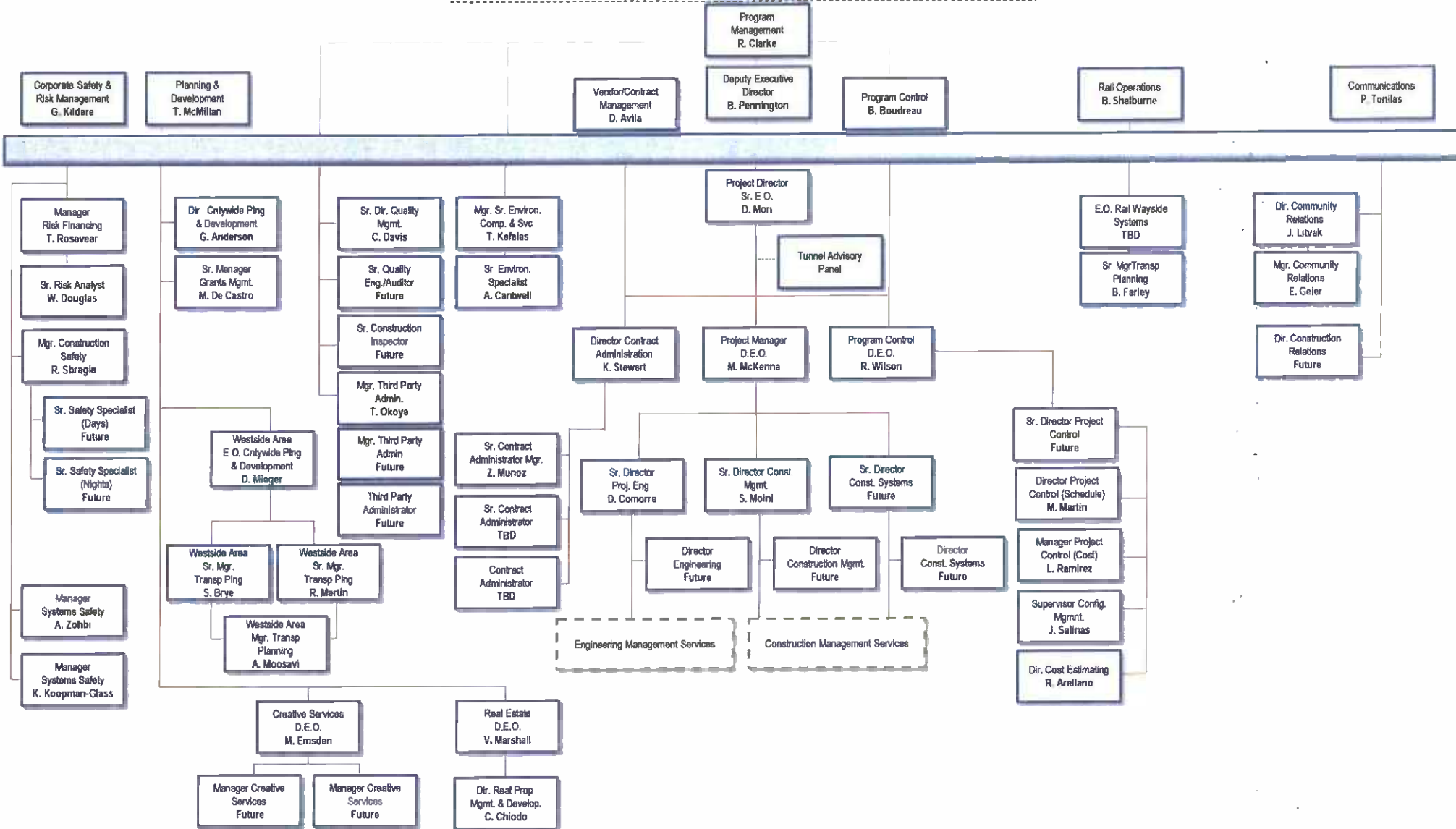
Consultant Support

Westside Purple Line Extension Section 1 Responsibility and Reporting Matrix



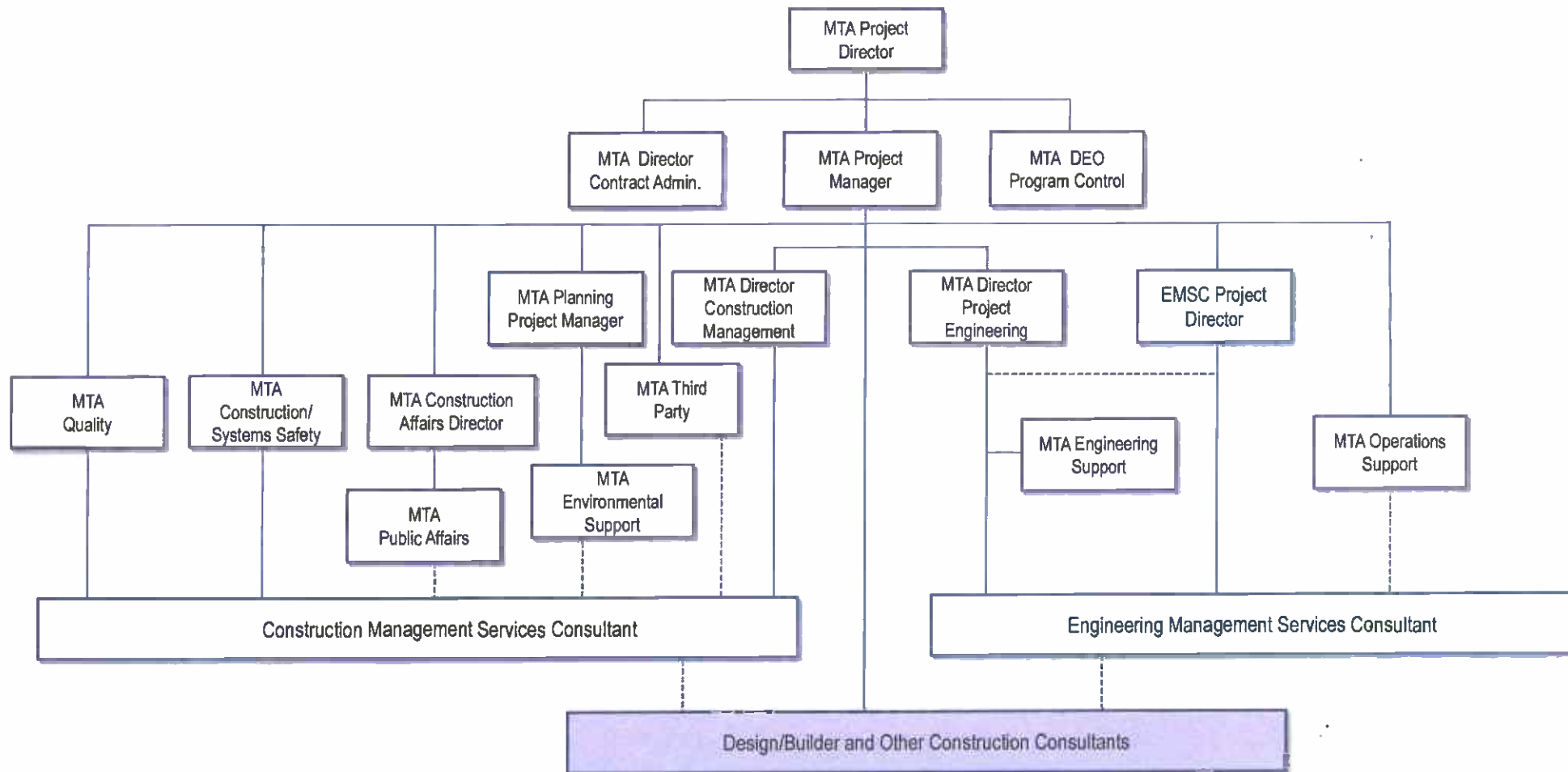
WESTSIDE PURPLE LINE EXTENSION SECTION 2 Matrix Organization

Metro Executive Management Organization and Staff



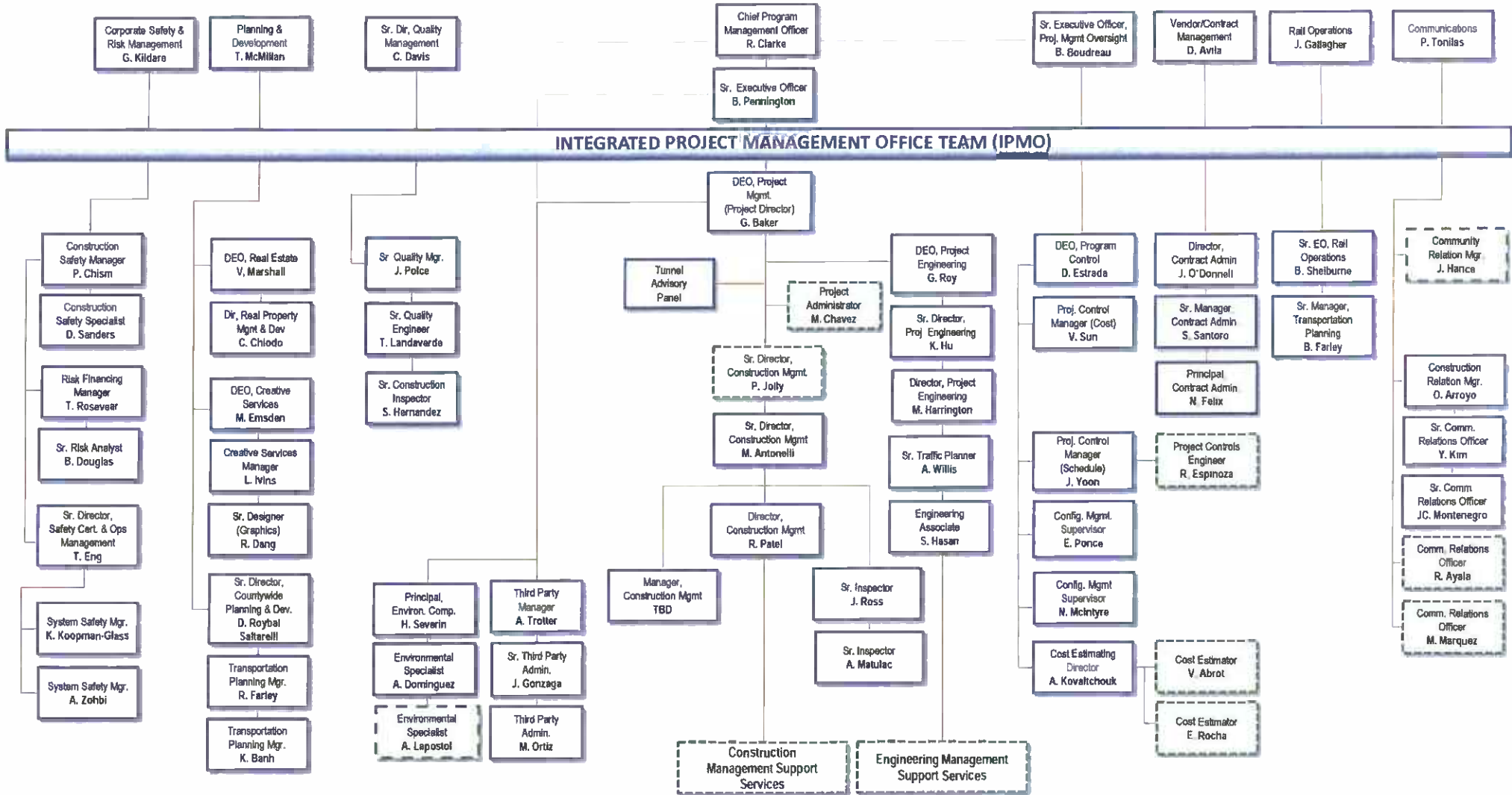
Consultant Support

Westside Purple Line Extension Section 2 Responsibility and Reporting Matrix

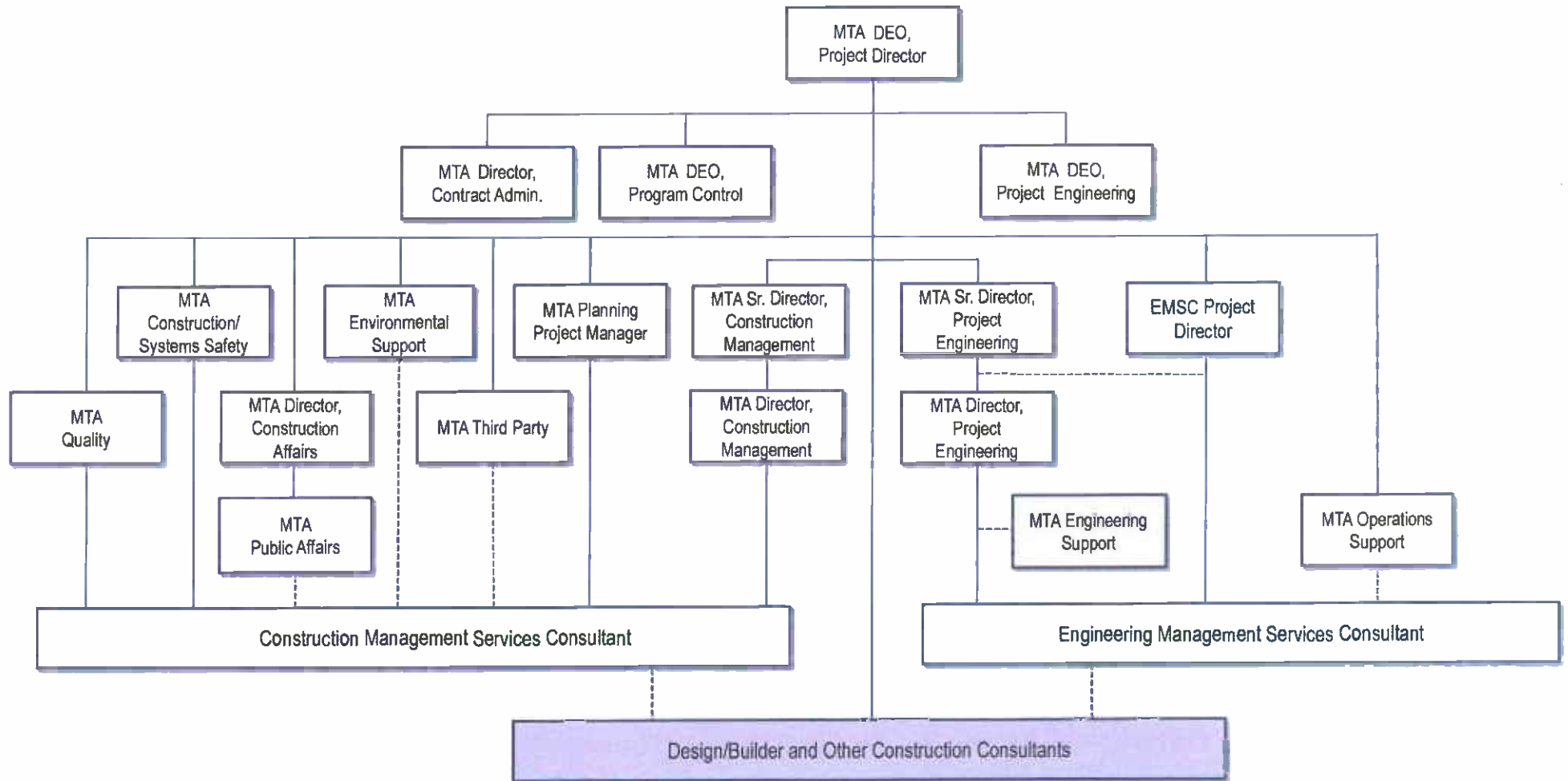


REGIONAL CONNECTOR TRANSIT PROJECT MATRIX ORGANIZATION

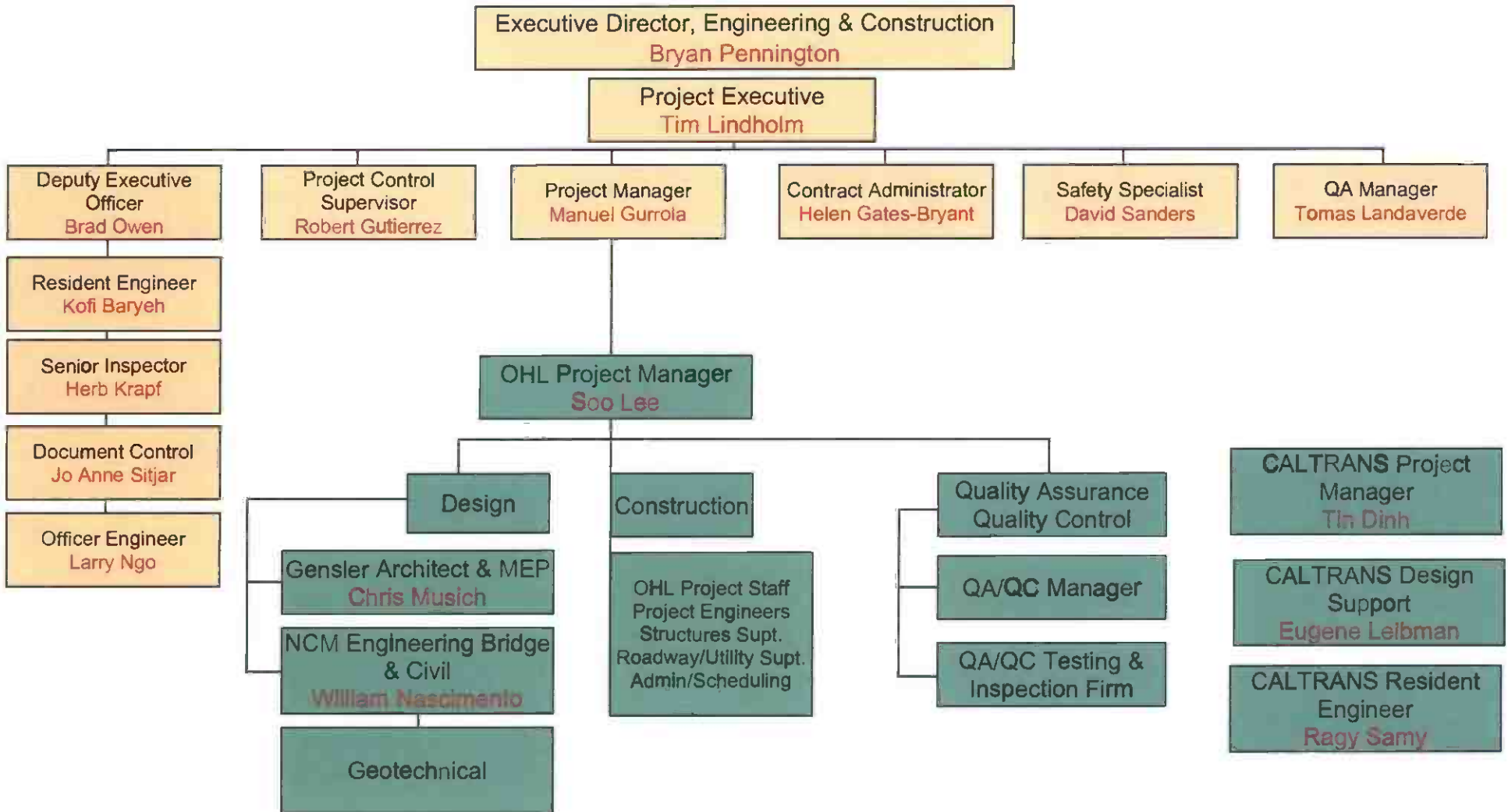
Metro Executive Management Organization and Staff



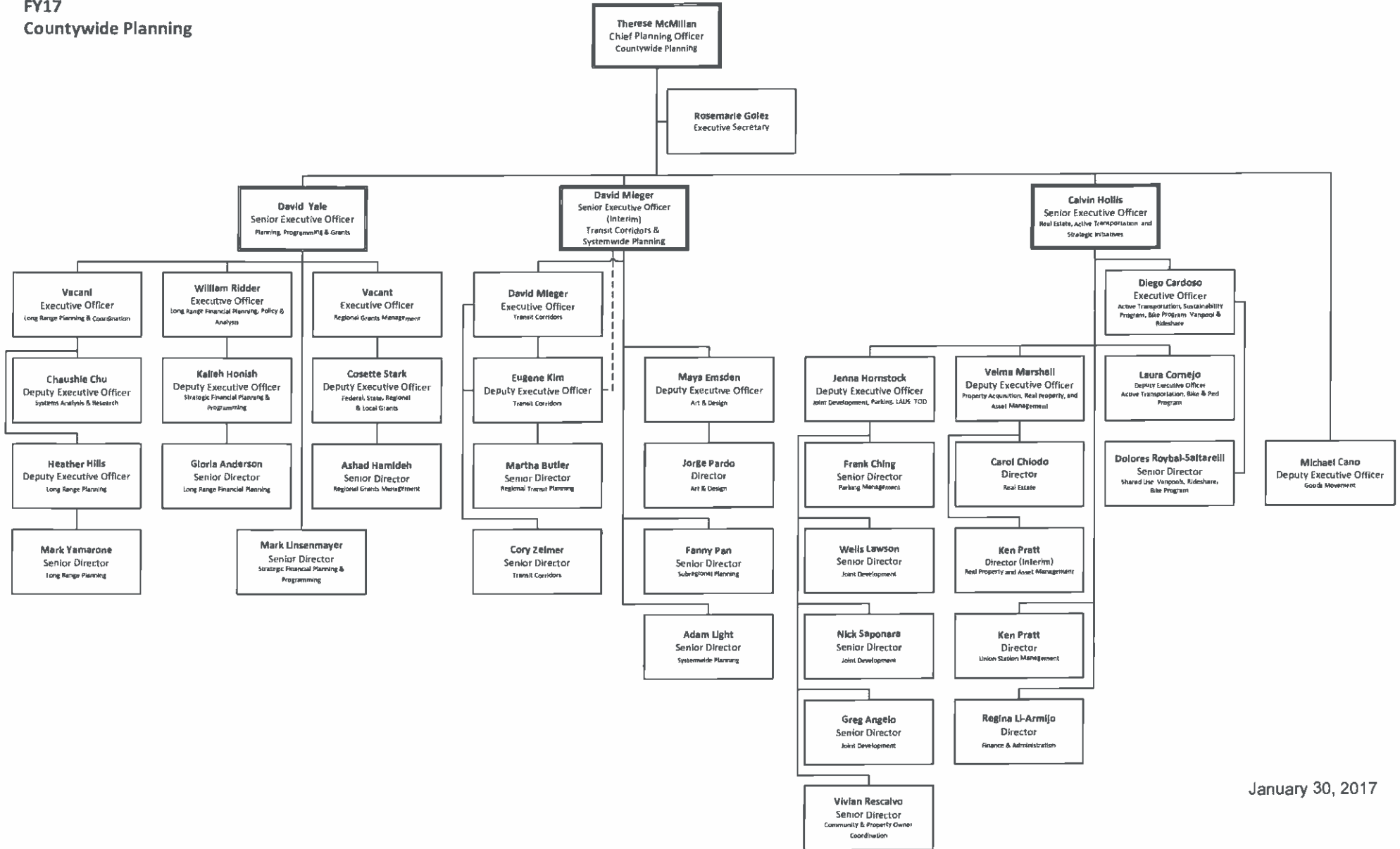
Regional Connector Transit Project Responsibility and Reporting Matrix



Union/Patsaouras Plaza Busway Station D-B Contract C0970R Organization Chart

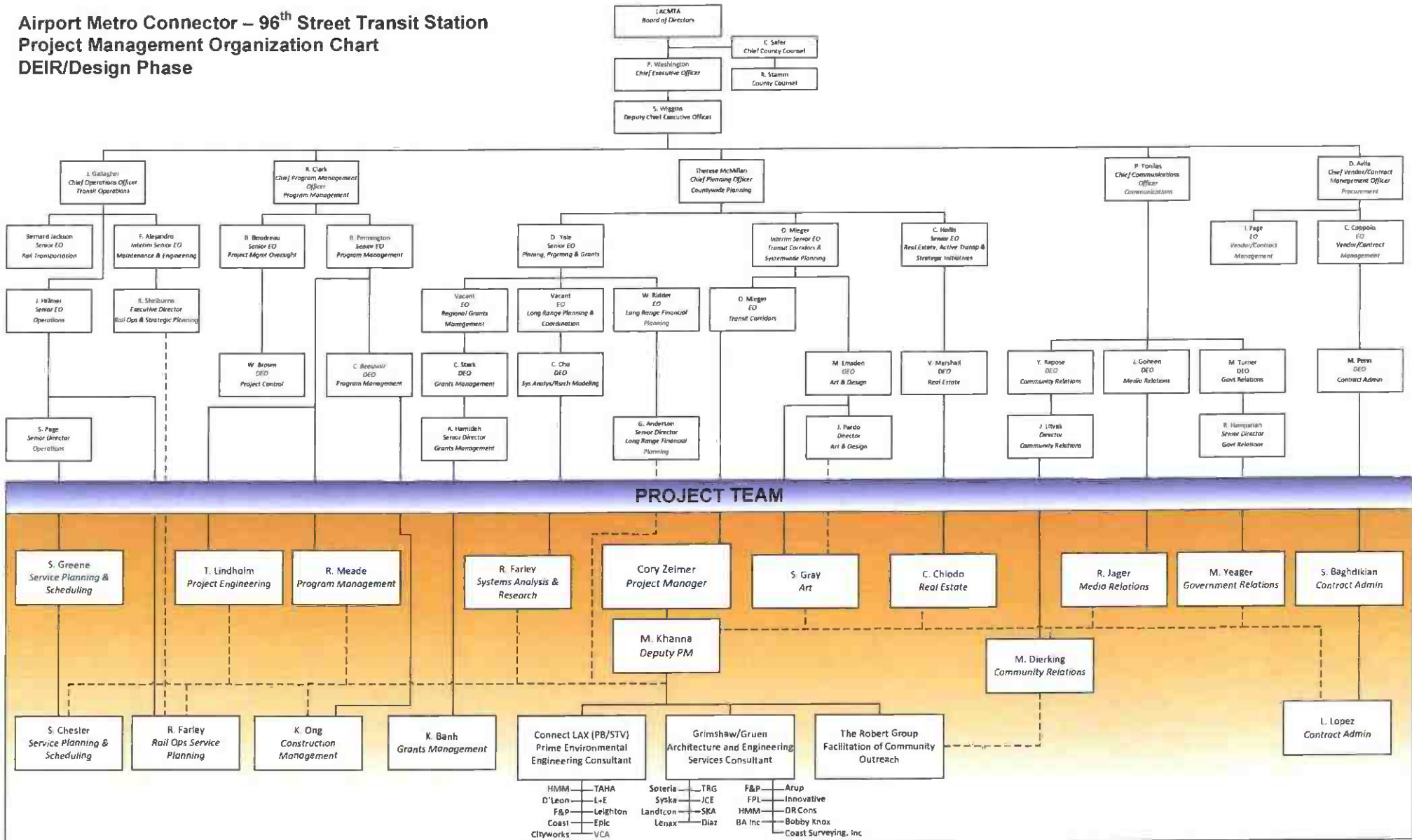


**FY17
Countywide Planning**



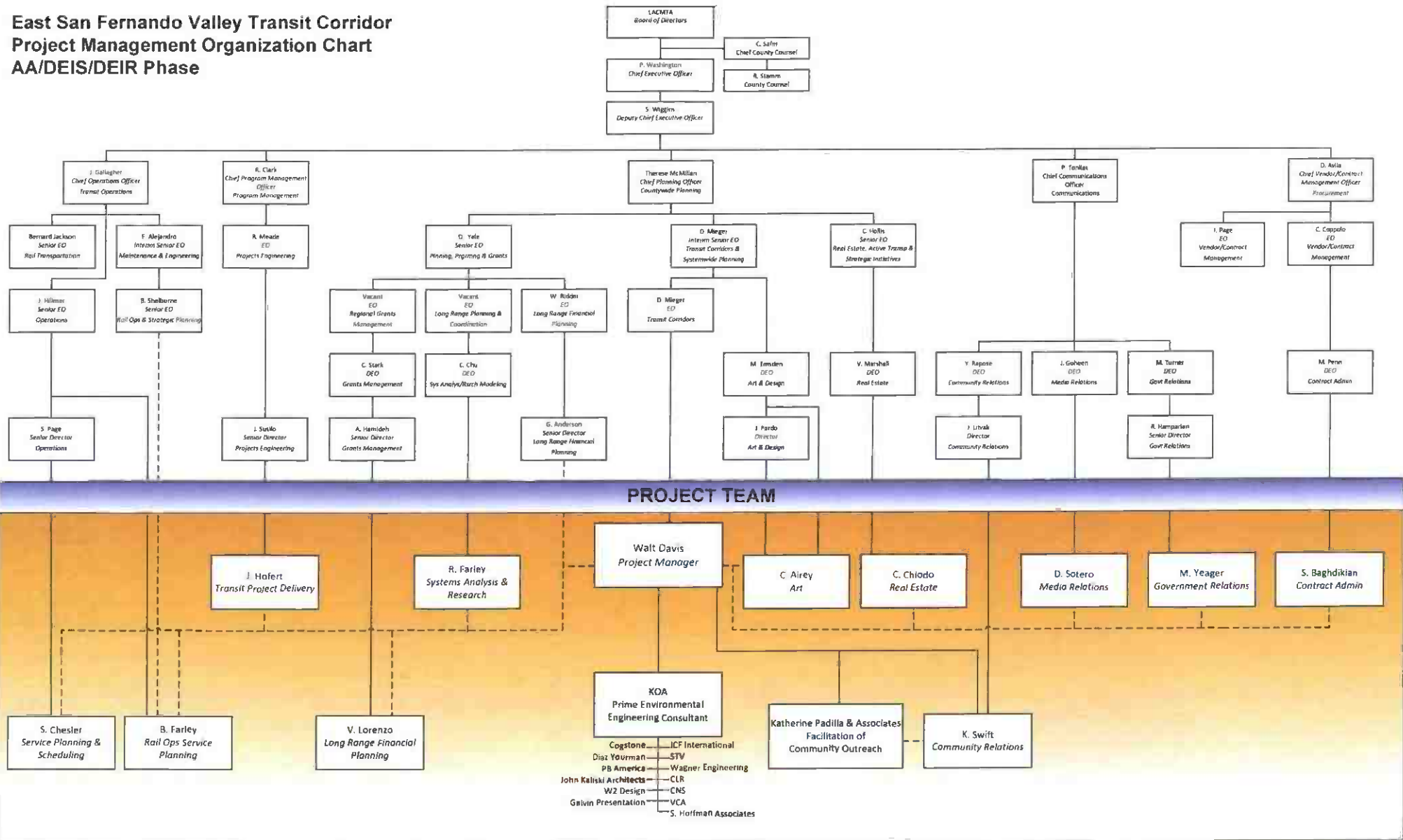
January 30, 2017

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



January 30, 2017

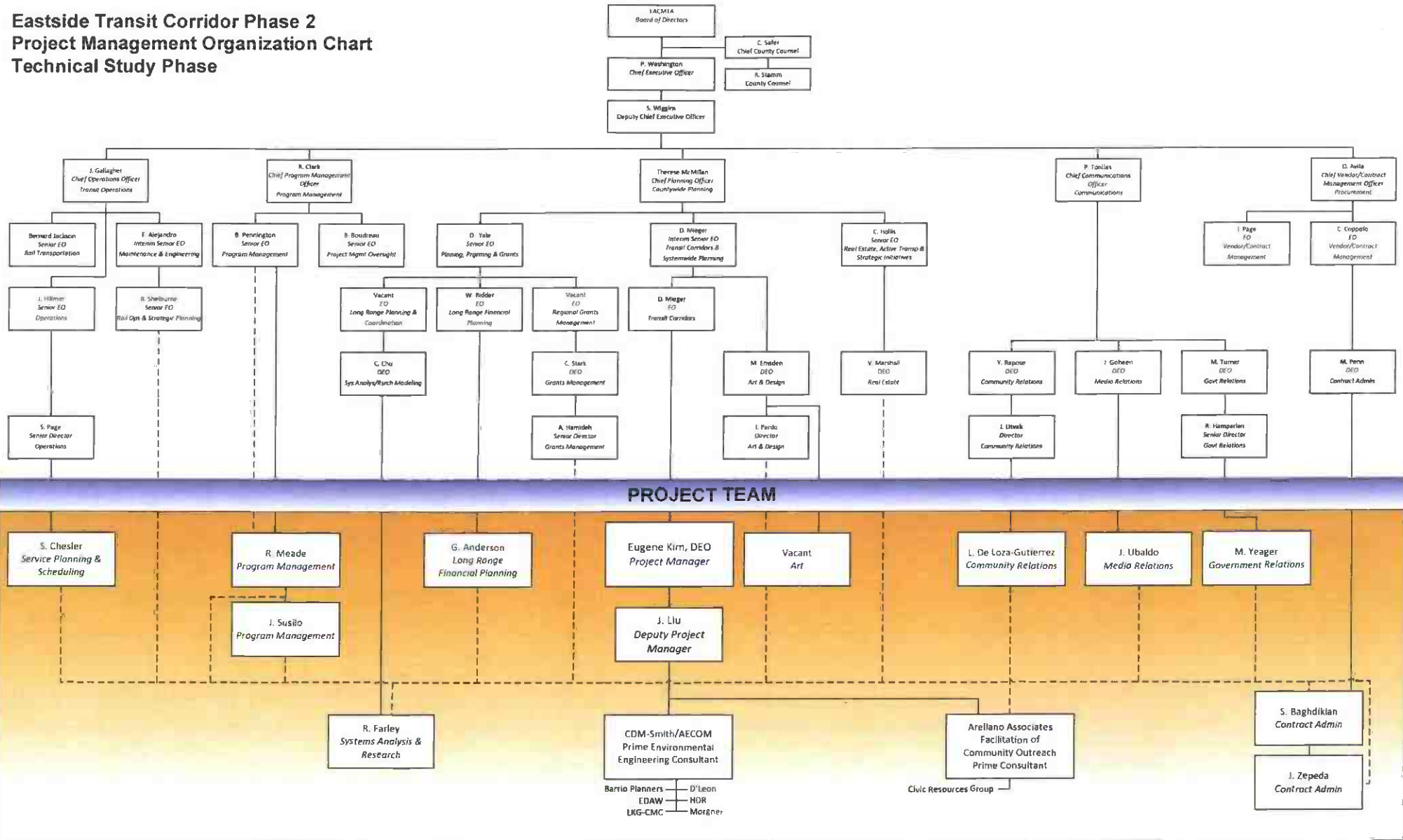
East San Fernando Valley Transit Corridor Project Management Organization Chart AA/DEIS/DEIR Phase



January 30, 2017

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

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



January 30, 2017

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

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
JANUARY 2017
Metro Government Relations**

STATE LEGISLATION

Bill ID/Topic	Location	Summary	Position
<u>AB 1</u> Frazier D Transportation funding.	12/5/2016-A. PRINT 12/6/2016-From printer. May be heard in committee January 5.	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, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund.	
<u>AB 17</u> Holden D Transit Pass Program: free or reduced-fare transit passes.	12/5/2016-A. PRINT 12/6/2016-From printer. May be heard in committee January 5.	Would create the Transit Pass Program to be administered by the Department of Transportation. The bill would require the Controller of the State of California to allocate moneys made available for the program, upon appropriation by the Legislature, to support transit pass programs that provide free or reduced-fare transit passes to specified pupils and students.	
<u>AB 28</u> Frazier D Caltrans: NEPA Delegation Authority	12/5/2016 – A. PRINT 12/06/16 From printer. May be heard in committee January 5.	Existing law gives the Department of Transportation full possession and control of the state highway system. Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Existing law, until January 1, 2017, provided that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the pilot program. This bill would reinstate the operation of the latter provision. This bill would declare that it is to take effect immediately as an urgency statute.	

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
JANUARY 2017
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Bill ID/Topic	Location	Summary	Position
<u>AB 46</u> <u>Cooper D</u> Employers: wage discrimination.	12/5/2016-A. PRINT 12/6/2016-From printer. May be heard in committee January 5.	Under current law, an employer or other person who violates or causes a violation of that prohibition, or who reduces the wages of any employee in order to comply with that prohibition, is guilty of a misdemeanor. This bill would define "employer" for those purposes to include public and private employers. The bill would specify that a public employer is not subject to the misdemeanor provision.	
<u>AB 52</u> <u>Cooper D</u> Public employees: orientation and informational programs: exclusive representatives.	12/5/2016-A. PRINT 12/6/2016-From printer. May be heard in committee January 5.	Current law, including the Meyers-Milias-Brown Act, the Ralph C. Dills Act, the Trial Court Employment Protection and Governance Act, the Trial Court Interpreter Employment and Labor Relations Act, and the Los Angeles County Metropolitan Transportation Authority Transit Employer-Employee Relations Act, as well as provisions commonly referred to as the Educational Employment Relations Act and the Higher Education Employer-Employee Relations Act, regulates the labor relations of the state, the courts, and specified local public agencies and their employees. This bill would require the public employers regulated by the acts described above to provide all employees an orientation. The bill would also require these public employers to permit the exclusive representative, if applicable, to participate.	
<u>SB 1</u> <u>Beall D</u> Transportation funding.	12/5/2016-S. RLS. 12/6/2016-From printer. May be acted upon on or after January 5.	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, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. This bill contains other related provisions and other existing laws.	
<u>SB 20</u> <u>Hill D</u> Vehicles: buses: seatbelts.	12/5/2016-S. RLS. 12/6/2016-From printer. May be acted upon on or after January 5.	Current law prohibits a person from operating a motor vehicle on a highway unless that person and all passengers 16 years of age or over are properly restrained by a safety belt. Existing law makes the violation of this provision an infraction. This bill would also require a passenger in a bus that is equipped with safety belts to be properly restrained by a safety belt. The bill would also require a bus operator to inform passengers of the requirement to wear a seatbelt and would authorize a bus driver to post, or allow to be posted, signs or placards informing passengers of the requirement to wear a seatbelt, as specified.	

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
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Bill ID/Topic	Location	Summary	Position
<u>SB 21</u> <u>Hill D</u> Law enforcement agencies: surveillance: policies.	12/5/2016-S. RLS. 12/6/2016-From printer. May be acted upon on or after January 5.	Would, beginning July 1, 2018, require each law enforcement agency, as defined, to submit to its governing body at a noticed hearing, open to the public, a proposed plan for the use of all surveillance technology and the information collected, as specified. The bill would require that the law enforcement agency submit an amendment to the surveillance plan, pursuant to the same open meeting requirements, for each new type of surveillance technology sought to be used. This bill contains other related provisions and other existing laws.	
<u>SB 22</u> <u>Hill D</u> Firearms: law enforcement agencies: agency firearm accounting.	12/5/2016-S. RLS. 12/6/2016-From printer. May be acted upon on or after January 5.	Would require a law enforcement agency, as defined, to adopt a written procedure to account for firearms that are owned, acquired, maintained, sold, loaned, lost, stolen, or in any way possessed by that agency or by an employee of that agency if used or carried for purposes of carrying out the official duties of his or her employment, as specified. The bill would require that the acquisition of firearms by an agency employee for use within the course of his or her employment be entered into the AFS, and would require that a record of firearms that are lost, stolen, or otherwise disposed of be entered into the AFS.	
<u>SB 53</u> <u>Hueso D</u> Natural gas vehicles.	12/5/2016-S. RLS. 12/6/2016-From printer. May be acted upon on or after January 5.	Current federal law authorizes a vehicle operated by an engine fueled primarily by natural gas to exceed these weight limits, up to a specified maximum, by an amount equal to the difference between the weight of the vehicle attributable to the natural gas tank and fueling system carried by that vehicle and the weight of a comparable diesel tank and fueling system. This bill would authorize a vehicle operated by an engine fueled primarily by natural gas to exceed these weight limits, up to a specified maximum, by an amount equal to the difference between the weight of the vehicle attributable to the natural gas tank and fueling system carried by that vehicle and the weight of a comparable diesel tank and fueling system.	
<u>SB 54</u> <u>De León D</u> Law enforcement: sharing data.	12/5/2016-S. RLS. 12/6/2016-From printer. May be acted upon on or after January 5.	Current law provides that when there is reason to believe that a person arrested for a violation of specified controlled substance provisions may not be a citizen of the United States, the arresting agency shall notify the appropriate agency of the United States having charge of deportation matters. This bill would repeal those provisions. This bill contains other related provisions and other current laws.	

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FEDERAL		
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

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<p>H.R. 935 Hahn D-CA</p>	<p>Would direct 5% of all import duties collected by Customs and Border Protection (CBP) at Ports of Entry to be spent on freight transportation through the creation of the National Freight Network Trust Fund.</p> <p><i>Board previously supported HR 5101 bill last session.</i></p>	<p>May 2015 – SUPPORT WORK WITH AUTHOR</p> <p>Subcommittee on Rail, House Transportation and Infrastructure Committee</p> <p>House Ways and Means Committee</p>
<p>H.R. 990 King R-NY</p>	<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>
<p>H.R. 1308 Lowenthal D-CA</p>	<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>

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
JANUARY 2017
Metro Government Relations**

<p>H.R. 1461 Massie R-KY</p>	<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>
<p>H.R. 1551 Sanford R-SC</p>	<p>Would phase out the Mass Transit Account from receiving any funding through the Highway Trust Fund by incrementally decreasing funding from 2016-2020.</p>	<p>May 2015 - OPPOSE</p> <p>House Ways and Means Committee</p>

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

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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
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

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S. 880 (Schatz-D-HI)	Amends the TIFIA program, as authorized in MAP-21, to include TOD as an eligible expense to finance through the TIFIA program.	May 2015- SUPPORT Senate Environment and Public Works Committee
S. 1006 (Feinstein-D-CA)	Extend the national deadline to implement Positive Train Control by one year	MAY 2015 – SUPPORT Senate Commerce, Science and Transportation Committee
Omnibus Appropriations Bill For Fiscal Year 2016	An omnibus appropriations bill that keeps all federal programs, agencies, and services funded until September 30, 2016.	Signed into law by President Obama, December 18, 2015
HR 22 (formerly known as the DRIVE Act) Fixing America's Surface Transportation Act (FAST Act)	Fixing America's Surface Transportation Act (FAST Act), the long-term surface transportation authorization bill authorizes approximately \$305 billion for Highway, Transit and Railroad programs over 5 years (\$61 billion per year).	Signed into law by President Obama, December 4, 2015

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MARY C. WICKHAM
County Counsel

January 27, 2017

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

Re: Quarterly Update on Status of Key Legal Actions

Dear Ms. Fox:

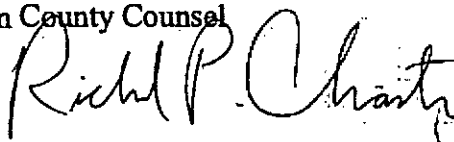
Attached please find the Los Angeles County Metropolitan Transportation Authority's quarterly update as of December 31, 2016, on the Status of MTA Litigation Related to Federally Funded MTA Projects.

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 MTA Litigation Related to Federally Funded MTA Projects
 Date as of December 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.
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. Mediation was held in May 2016; however, it was unsuccessful. Discovery is continuing.
Crenshaw Subway Coalition v. MTA, et al.	CV11-9603	TIFIA3 Loan	Environmental challenge under CEQA and Cal. Govt. Code alleging deficiencies in Crenshaw/LAX Light Rail Transit FEIR/EIS and discriminatory impacts on African-Americans in the Crenshaw area.	Judgments for MTA and FTA on CEQA and NEPA claims. Government Code Claim for disparate impact remanded to State court.
Today's Iv. Inc. v. MTA	BS160846		Petitioner alleges that Metro is not maintaining access to the hotel and complying with applicable noise standards in violation of the MMRP.	Petitioner's applications for various TROs were denied; discovery is ongoing. Trial set for August 14, 2017
City of Beverly Hills v. MTA	BS144164		Petitioner alleges that Metro accelerated funding for the subway without CEQA clearance.	Case is currently on hold.

CASE NAME	CASE NUMBER	GRANT NUMBER	NARRATIVE	CASE STATUS
Beverly Hills Unified School District v. MTA	CV16-8390		Plaintiff alleges that Metro is violating NEPA by pre-committing to the Constellation Station before completion of a supplemental EIS required by federal district court Judge Wu.	Hearing on plaintiff's motion for a preliminary injunction and to consolidate this case with plaintiff's case against FTA was heard on January 12, 2017. Metro's motion to dismiss was heard at the same time. The court granted Metro's motion to dismiss and denied plaintiff's motion for a preliminary injunction. Plaintiff filed a notice of appeal and emergency motion for preliminary injunction pending appeal in the 9 th Circuit. The 9 th Circuit denied plaintiff's emergency motion on January 25, 2017.

Wheelchair Disability Discrimination Cases

CASE NAME	CASE NUMBER	GRANT NUMBER	NARRATIVE	CASE STATUS
Denise Reynaga v. MTA	BC643070		This is a personal injury case wherein plaintiff alleged an ADA violation when an Access paratransit driver did not assist her as she wheeled her manual wheelchair up the van ramp then fell backwards hitting her head. Plaintiff sued both MTA and Access.	Case was filed on December 7, 2016 and served on MTA on December 27, 2016. MTA tendered the matter to Access on December 28, 2016.

FTA-Funded Excess Real Property and ALAP Parcels Utilization Report

December 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) – NO CHANGE

This site has been turned over to the Westside Subway Project for construction of the 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 & Southwest Corner of Lankershim/Chandler (Parcels C3-806, C3-810, C3-812, C3-813, C3-815, C3-821-1 through C3-821-3, C3-825 and C3-826; ALAP Parcel C4-815)

These parcels encompass the 10.5-acre Metro Red Line's North Hollywood Station

site, including its adjoining bus layover facility and park-and-ride lot, and a vacant, 1.8-acre lot located on the southwest corner of Lankershim and Chandler Boulevards. On March 2, 2015, Metro issued a Request for Interest and Qualifications (“**RFIQ**”) to the development community for the development of these parcels along with 3.3-acres of other Metro property surrounding the station site. Submittals in response to the RFIQ were received on June 2, 2015. From these submittals, Metro created a shortlist of qualified developers. These developers were Trammell Crow Company (“**TCC**”) and Greenland USA (“**Greenland**”). On December 4, 2015, Metro issued a development Request for Proposals (“**RFP**”) to the shortlisted developers. The RFP included development guidelines adopted by the Metro Board on December 3, 2015 after an extensive Metro-led stakeholder engagement process. Metro received one proposal in response to the RFP, which was submitted jointly by the short-listed developers. Metro staff reviewed the proposal and elected to enter into a Short Term Exclusive Negotiation Agreement and Planning Document (“**Short Term ENA**”) with the TCC/Greenland team in accordance with Metro Board approval received on June 23, 2016. Under the Short Term ENA, Metro and the developer have been considering and discussing TCC/Greenland’s proposal in greater depth. In particular, the parties have been studying the proposed project’s evolving transit infrastructure requirements, refining the project site plan and evaluating financing opportunities. Metro and the developer anticipate concluding these efforts in the Spring of 2017 and subsequently re-engaging with the community to present a refined development proposal for the site.

In the interim, Metro is leasing a portion of the 1.8-acre site located on the southwest corner of Lankershim and Chandler to an adjacent business for parking. The remainder of this property was used to support construction of the recently-completed subsurface passageway connecting the Metro Red and Orange Line stations beneath Lankershim Boulevard, but this use ceased during the quarter.

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

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

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

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

Metro and a McCormack Baron Salazar development entity ("MBS") entered into a Second Revised, Amended and Restated Joint Development Agreement ("Revised JDA") on June 27, 2016 for the purpose of completing the Phase B project. Under the Revised JDA, MBS is required to secure all funding necessary to complete the project (a 9% tax credit allocation was received in September 2016), and the parties are required to complete the proposed project's design and reviews (design and review continued through the quarter). The Revised JDA also requires the parties to finalize negotiation of the ground lease and other development documents). Execution of the Revised JDA followed expiration of the prior JDA in December 2013 that resulted from a funding gap that came to light late in the project's design process and could not be closed by MBS in a timely manner. MBS has presented Metro with a more-viable funding plan for Phase B, and following consultations with the FTA and reevaluation of the interrelated nature of the two-phased project and Metro's developer selection process, Metro elected to proceed with MBS as the Phase B developer. It is anticipated that all efforts and contingencies under the Revised JDA will be concluded in the 2nd quarter of 2017 and that the ground lease and other development documents will be executed at that time. Construction of the project will commence promptly thereafter.

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

On March 19, 2015, Metro and a McCormack Baron Salazar development entity entered into a ground lease for the construction and operation of a mixed-use, transit-oriented development on this 1.5-acre, vacant site across the street from the Metro Gold Line's Mariachi Plaza Station. The proposed development is an 80-unit affordable apartment project with approximately 4,000 square feet of retail space. Construction of the development is ongoing and is expected to be complete sometime in March/April of 2017.

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

These parcels encompass the Metro Gold Line's 1.3-acre Mariachi Plaza Station site. Metro and its urban design consultant team commenced community outreach and visioning exercises for the possible development of this site in February 2016. Metro and their consultant team completed these activities in summer 2016, including local residents, business owners, property owners, community organizations, public agencies and the mariachis for which the plaza adjoining the station is named in the engagement process. In September 2016, Metro began preparing development guidelines for the site based on input received during the outreach and visioning process. The guidelines were completed in December 2016 and contemplate development of affordable housing, community-serving commercial uses, open/park space, and public parking at the site. Metro staff will be seeking adoption of the guidelines by the Metro Board in January 2017. Once adopted, these guidelines will inform future development and will

be included as part of a development RFP that should be issued in March 2017 as part of a competitive development solicitation for the site.

Throughout the quarter, the vacant portion of this site was used as parking for workers constructing the project on the southwest corner of 1st and Boyle and as vendor and customer parking for a farmer's market held twice a week on Bailey Street. Portions of Mariachi Plaza itself were 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, and was 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.) During the quarter, this site was 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)

These parcels encompass the Metro Gold Line's 1.24-acre Soto Station site and include a 0.29-acre, Metro-owned parcel located across Soto Street from the station. Metro and Bridge Housing Corporation/East LA Community Corporation ("**Bridge/ELACC**") are parties to an 18-month Exclusive Negotiation Agreement and Planning Document ("**ENA**") with respect to development of a portion of the Soto Station site and the 0.29-acre parcel. The Metro Board approved execution of the 18-month ENA in March 2016, which followed an "interim" ENA between the parties that allowed Bridge/ELACC to commence community outreach and collect stakeholder and Metro input with respect to the team's original development proposal.

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

- Changing the scope of the affordable family apartment project proposed for the developable portion of the station site, dubbed the Los Lirios project, 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
- Eliminating the mixed-use, 39-unit affordable senior apartment/3,900 sq. ft. commercial space project proposed for 0.29-acre parcel and an adjoining, 0.15-acre, privately-held parcel in favor of relocation of the Peabody/Werden Historic Home to Metro's 0.29-acre site to house community space previously proposed for the Los Lirios project, along with other community uses.

Under the framework of the 18-month ENA, Metro and the Bridge/ELACC team are conducting additional outreach, exploring project feasibility more completely, advancing project design, completing project-related CEQA requirements and negotiating JDA and ground lease terms and conditions.

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

1st/Lorena (Parcel EG-409)

This 1.27-acre site is mostly vacant, but does house a traction power substation for the Metro Gold Line. Metro and A Community of Friends ("ACOF") are parties to an ENA to explore the feasibility of constructing and operating a mixed-use, transit-oriented development on this site. The proposed development will contain 49 apartments (24 of which will provide supportive housing for veterans) and approximately 10,000 square feet of retail space. Community outreach has been completed and the project has been approved by the Boyle Heights Neighborhood Council and the Metro-established Boyle Heights Design Review Advisory Committee. In March 2016, the City of Los Angeles cleared the project under CEQA and approved its entitlements. This action was appealed, however, and the appeal continues to be under review by the City. In light of the appeal, Metro and ACOF extended the term of the ENA to July 2017. The extended term will allow for resolution of the appeal, finalization of project design and completion of JDA and ground lease negotiations. Once these matters are addressed, Metro staff will proceed to the Metro Board for approval to move forward with the project under the JDA and ground lease in accordance with the negotiated terms.

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

Metro and Abode Communities ("Abode") are parties to an 18-month ENA with respect to Abode's proposal to develop Metro's 1.96-acre, vacant Cesar E. Chavez/Soto site with a 77-unit affordable family apartment project over 8,500 sq. ft. of ground floor commercial space. This ENA was executed in accordance with Metro Board authority received in December 2015. The 18-month ENA follows an "interim" ENA that allowed Abode to commence community outreach and collect stakeholder and Metro input with respect to Abode's original development proposal. Under the framework of the 18-month ENA, Metro and Abode are further exploring the project's feasibility, advancing its design, completing all project-related CEQA requirements and negotiating the terms and conditions of a JDA and ground lease that will provide for the project's construction and operation. In addition, Abode is continuing 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 help facilitate this effort. The Boyle Heights Design Review Advisory Committee has recommended proceeding with the proposed project. This recommendation followed an October 2015 recommendation from the Boyle Heights Neighborhood Council to proceed with the full, 18-month ENA.

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

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

Metro and its urban design consultant team commenced community outreach and visioning exercises for this vacant, 1.56-acre, Metro-owned site in April 2016. Metro and their consultant team completed these activities in summer 2016, which included local residents, business owners, property owners, community organizations, and public agencies in the engagement process. In September 2016, Metro began preparing development guidelines for the site based on input received during the outreach and visioning process. The guidelines were completed in December 2016 and contemplate development of a grocery store and potentially affordable housing and open space. In February 2017, Metro staff will be seeking approval of the development guidelines from the Boyle Heights Neighborhood Council and their Planning and Land Use Committee, as well as Metro Board. Once approved and adopted, the guidelines will inform future development and will be included as part of a development RFP that should be issued in March 2017 as part of a competitive development solicitation for the site.

Throughout the quarter, Metro leased this site to a community organization for parking.

Los Angeles County
Metropolitan Transportation Authority
California

OPERATIONS MONTHLY RAIL PERFORMANCE REPORT

DECEMBER 2016



Metro

METRO RAIL PERFORMANCE – DECEMBER 2016

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Metro Rail Scorecard Overview

Metro operates heavy rail, the 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 also operates four light rail lines: Blue Line from Downtown to Long Beach, Green Line along the 105 freeway, Gold Line from Azusa to East Los Angeles, and Expo Line from Los Angeles to Santa Monica.

Metro Rail is responsible for the operation of approximately 104 heavy rail cars and 203 light rail cars carrying nearly 110 million passengers each year.

Also included in this report are Key Performance Indicators for Wayside, which is in the process of being developed.

Measurement	FY 2014	FY 2015	FY 2016	FY 2017 Target	FY 2017 YTD	FYTD Status	Oct Month	Nov Month	Dec Month
Systemwide									
On-Time Pullouts	99.55%	99.67%	99.63%	99.50%	99.65%		99.96%	99.33%	99.97%
Mean Miles Between Chargeable Mechanical Failures	28,829	34,524	30,482	27,911	28,138		34,320	34,270	24,134
In-Service On-time Performance	97.92%	98.39%	98.10%	98.00%	98.24%		98.67%	96.96%	97.74%
Service Delivery Ratio	99.12%	99.35%	99.22%	99.25%	99.21%		99.21%	99.10%	98.80%
Traffic Accidents Per 100,000 Train Miles	1.47	1.18	1.17	N/A	1.01	N/A	1.63	0.13	1.18
CPUC Reportable Accidents per 100,000 Train Miles	0.10	0.43	0.60	0.67	0.32		0.54	0.00	0.26
Passenger Accidents per 100,000 Boardings	0.025	0.013	0.016	0.009	0.023		0.053	0.032	0.000
Complaints per 100,000 Boardings	0.91	0.78	1.43	1.12	1.93		1.86	2.10	1.39
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours ^{1,2}	15.35	11.11	10.97	10.42	12.19		14.24	15.68	10.88
Lost Work Days per 200,000 Exposure Hours ^{1,2}	861	880	482	458.16	721		542	32	-
OSHA Injuries per 200,000 Exposure Hours ^{1,2}	8.18	6.68	6.32	6.00	9.14		13.29	10.78	-
Wayside									
Overdue Work Orders (Non-PMP) - Aging of Outstanding Work Orders	71	193	1,001	N/A	2,497	N/A	376	37	739
Past-Due Preventive Maintenance - Aging of Outstanding Work Orders	0	2	143	N/A	887	N/A	118	39	220
% of Completed Inspections	99.41%	99.51%	99.57%	N/A	99.27%	N/A	100.00%	98.77%	97.75%
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours	9.28	9.07	4.77	4.53	4.70		7.89	4.12	4.24
Lost Work Days per 200,000 Exposure Hours ¹	179	309	148	141	124		51	43	-
OSHA Injuries per 200,000 Exposure Hours ¹	6.31	8.28	4.40	4.18	4.78		7.89	44.00	-
								49.00	
Blue Line									
On-Time Pullouts	99.37%	99.41%	99.59%	99.50%	99.66%		100.00%	99.85%	100.00%
Mean Miles Between Chargeable Mechanical Failures	18,731	23,716	19,240	19,572	16,954		20,992	53	17,131
In-Service On-time Performance	95.84%	97.28%	96.10%	97.00%	96.86%		98.47%	5400.00%	96.47%
Service Delivery Ratio	98.36%	98.88%	98.41%	98.46%	98.79%		99.15%	5900.00%	98.56%
Traffic Accidents Per 100,000 Train Miles	2.97	2.48	2.38	N/A	2.28	N/A	2.62	0.00	4.50
CPUC Reportable Accidents per 100,000 Train Miles	0.00	0.89	1.39	1.34	0.76		0.66	0.00	1.29
Passenger Accidents per 100,000 Boardings	0.058	0.034	0.016	0.006	0.032		0.048	63.000	0.000
Complaints per 100,000 Boardings	1.10	0.90	1.33	1.09	1.64		1.50	64.00	1.29
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours ¹	17.46	15.10	15.08	15.58	19.13		15.51	66.00	27.59
Lost Work Days per 200,000 Exposure Hours ¹	990	1,622	797	786	907		845	785	-
OSHA Injuries per 200,000 Exposure Hours ¹	5.71	10.64	6.79	9.58	9.82		0.00	21.57	-

¹ There is a One Month lag in reporting this data

² Includes Operations, RFS and Wayside

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%.

N/A = Not Available

Measurement	FY 2014	FY 2015	FY 2016	FY 2017 Target	FY 2017 YTD	FYTD Status	Oct Month	Nov Month	Dec Month
Red Line									
On-Time Pullouts	99.72%	99.91%	99.79%	99.50%	100.00%	●	100.00%	100.00%	100.00%
Mean Miles Between Chargeable Mechanical	63,099	85,090	94,312	112,652	106,434	●	296,934	85,507	196,096
In-Service On-time Performance	98.91%	99.13%	99.45%	99.50%	99.56%	●	99.79%	99.58%	99.51%
Service Delivery Ratio	99.57%	99.60%	99.71%	99.71%	99.81%	●	99.94%	99.88%	99.79%
Traffic Accidents Per 100,000 Train Miles	1.01	0.47	0.75	N/A	0.57	N/A	0.84	0.86	0.00
CPUC Reportable Accidents per 100,000 Train Miles	0.00	0.07	0.07	0.60	0.00	●	0.00	0.00	0.00
Passenger Accidents per 100,000 Boardings	0.006	0.002	0.002	0.003	0.004	●	0.000	0.026	0.000
Complaints per 100,000 Boardings	0.60	0.54	0.57	0.56	0.79	●	0.91	0.82	0.51
New Workers' Compensation Indemnity Claims per	20.22	6.20	16.43	13.29	14.07	●	21.04	15.82	16.12
*Lost Work Days per 200,000 Exposure Hours	927	649	526	556	1,201	●	867	1,420	-
*OSHA Injuries per 200,000 Exposure Hours	11.79	3.54	7.99	6.55	10.23	●	10.52	21.10	-

Green Line									
On-Time Pullouts	99.69%	99.32%	99.49%	99.50%	99.89%	●	99.78%	100.00%	100.00%
Mean Miles Between Chargeable Mechanical Failures	19,513	21,054	19,238	19,911	15,547	●	18,831	16,983	8,808
In-Service On-time Performance	97.85%	97.39%	98.52%	98.20%	98.43%	●	98.37%	98.99%	98.23%
Service Delivery Ratio	99.57%	99.50%	99.59%	99.62%	99.61%	●	99.73%	99.75%	99.54%
Traffic Accidents Per 100,000 Train Miles	0.49	0.21	0.42	N/A	0.69	N/A	1.66	0.00	0.00
CPUC Reportable Accidents per 100,000 Train Miles	0.00	0.07	0.07	0.18	0.00	●	0.00	0.00	0.00
Passenger Accidents per 100,000 Boardings	0.023	0.024	0.034	0.011	0.074	●	0.000	0.117	0.000
Complaints per 100,000 Boardings	1.15	0.88	1.53	1.30	2.10	●	2.58	1.88	1.50
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours	16.51	7.32	7.18	9.27	5.14	●	0.00	0.00	0.00
*Lost Work Days per 200,000 Exposure Hours	1,299	479	228	195	977	●	828	751	-
*OSHA Injuries per 200,000 Exposure Hours	11.30	4.07	3.19	2.34	4.12	●	0.00	0.00	-

Gold Line									
On-Time Pullouts	99.56%	99.98%	99.68%	99.50%	99.79%	●	100.00%	98.96%	100.00%
Mean Miles Between Chargeable Mechanical Failures	45,894	44,171	40,426	51,665	33,255	●	30,271	65,357	38,175
In-Service On-time Performance	98.03%	98.56%	97.60%	97.50%	97.31%	●	97.45%	97.47%	95.29%
Service Delivery Ratio	99.03%	99.34%	99.11%	99.16%	98.64%	●	98.35%	99.11%	96.69%
Traffic Accidents Per 100,000 Train Miles	1.03	1.14	0.99	N/A	0.50	N/A	1.29	0.00	0.43
CPUC Reportable Accidents per 100,000 Train Miles	0.00	0.30	0.60	0.50	0.14	●	0.43	0.00	0.00
Passenger Accidents per 100,000 Boardings	0.052	0.007	0.039	0.035	0.024	●	0.140	0.000	0.000
Complaints per 100,000 Boardings	1.04	1.01	2.73	2.26	2.76	●	2.73	2.15	2.40
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours	14.98	15.96	11.87	12.20	13.75	●	15.86	16.67	0.00
*Lost Work Days per 200,000 Exposure Hours	1,460	1,068	766	808	1,066	●	592	731	-
*OSHA Injuries per 200,000 Exposure Hours	9.12	3.83	9.29	10.07	9.86	●	10.57	11.11	-

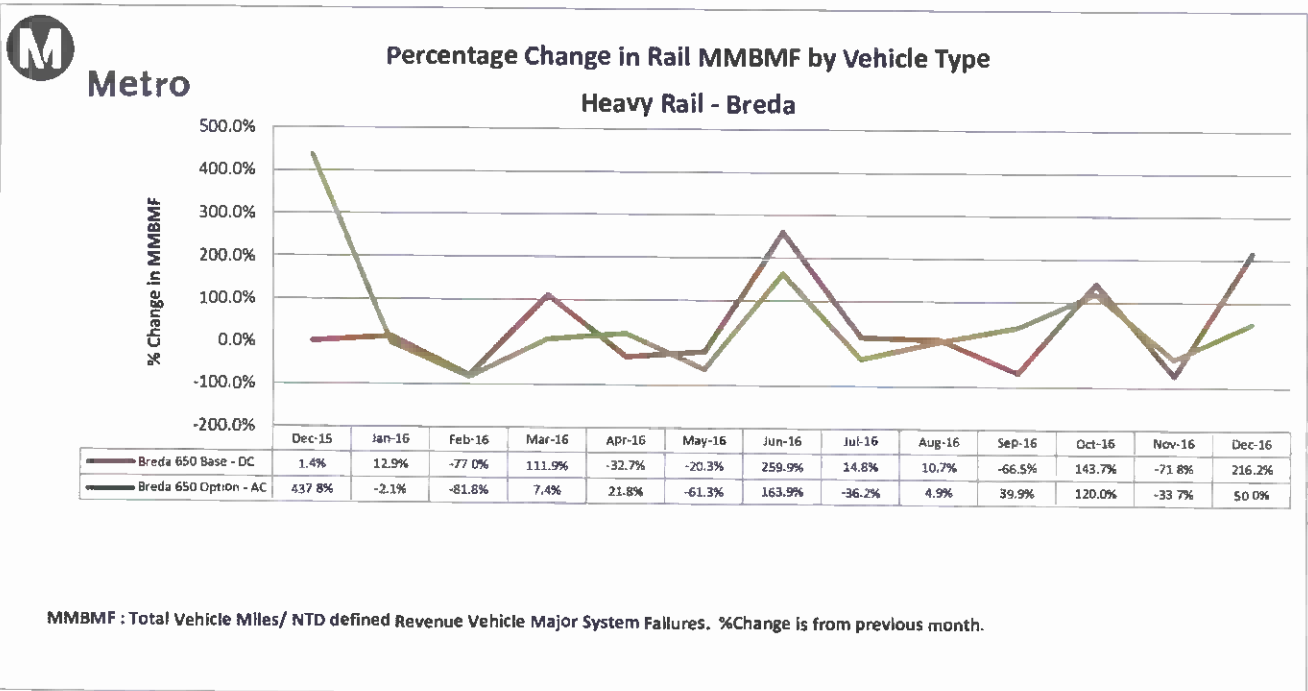
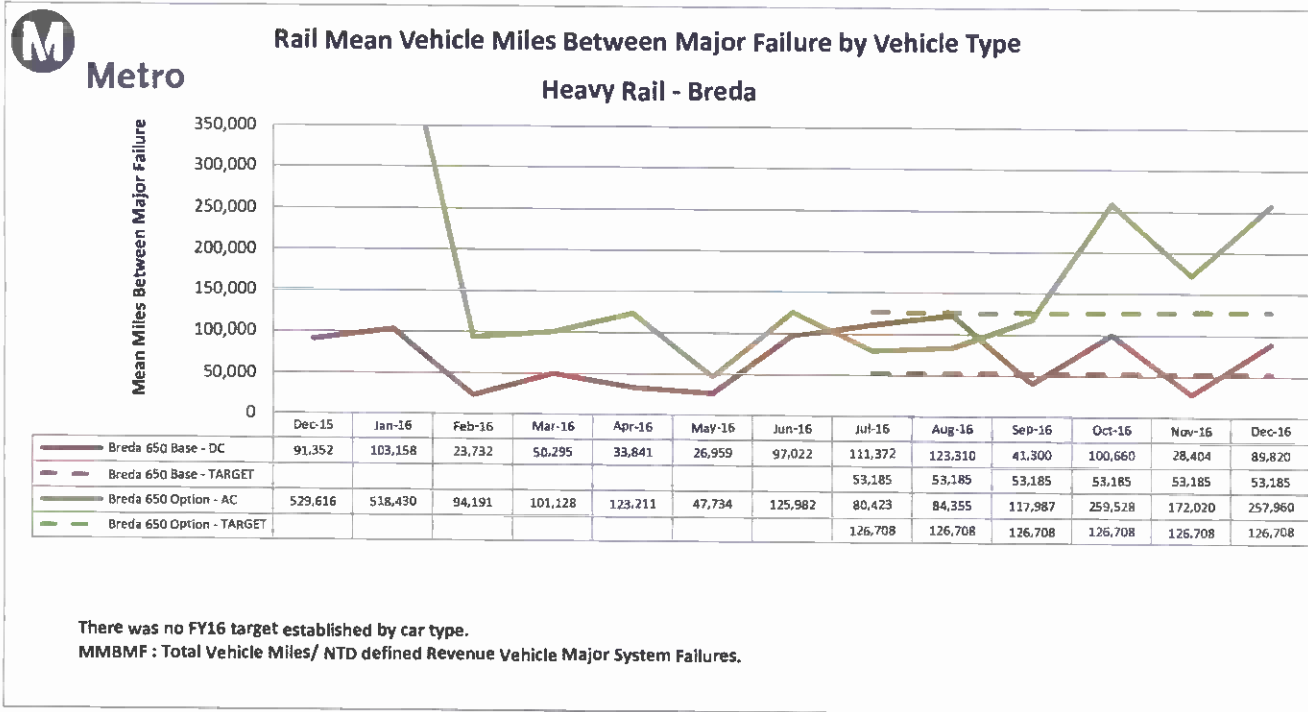
Expo Line									
On-Time Pullouts	-	-	99.53%	99.50%	98.57%	●	100.00%	97.96%	99.80%
Mean Miles Between Chargeable Mechanical Failures	-	-	18,114	19,572	23,601	●	31,499	28,964	17,586
In-Service On-time Performance	98.70%	99.14%	98.81%	97.05%	98.36%	●	98.63%	92.51%	98.37%
Service Delivery Ratio	99.45%	99.64%	99.56%	99.65%	99.20%	●	98.84%	98.71%	99.51%
Traffic Accidents Per 100,000 Train Miles	1.17	1.02	0.74	N/A	1.18	N/A	1.79	0.00	0.76
CPUC Reportable Accidents per 100,000 Train Miles	1.17	1.02	0.50	0.37	0.74	●	1.79	0.00	0.00
Passenger Accidents per 100,000 Boardings	0.000	0.000	0.019	0.000	0.026	●	0.165	0.000	0.000
Complaints per 100,000 Boardings	1.53	1.13	3.38	1.87	4.81	●	3.97	5.60	2.81
New Workers' Compensation Indemnity Claims per	-	24.97	8.44	0.00	19.38	●	24.21	40.65	15.31
*Lost Work Days per 200,000 Exposure Hours	-	937	73	0	366	●	266	1,018	-
*OSHA Injuries per 200,000 Exposure Hours	-	-	5.63	0.00	20.28	●	64.55	-	-

* There is One Month lag in reporting this data

- 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%
- N/A = Not Available

METRO RAIL PERFORMANCE – DECEMBER 2016

Rail Performance by Vehicle Type



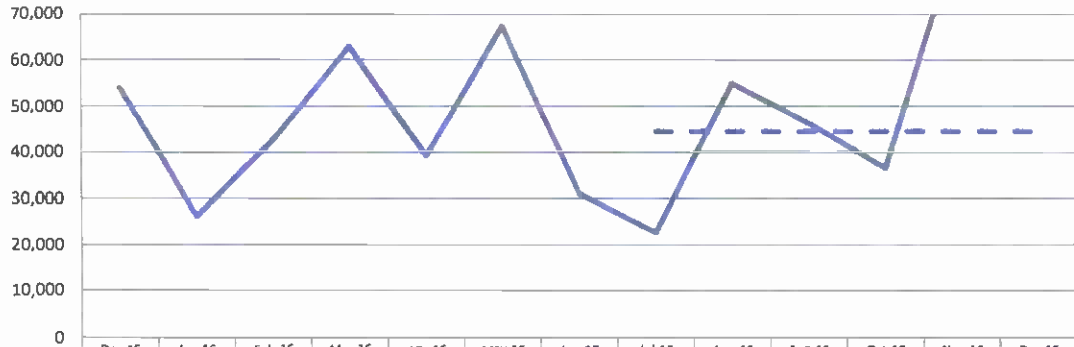


Metro

Rail Mean Vehicle Miles Between Major Failure by Vehicle Type

Light Rail - Breda

Mean Miles Between Major Failure



	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16
— AnsaldoBreda 2550 Base - AC	54,057	26,240	42,632	62,875	39,188	67,279	31,159	22,741	55,074	46,395	36,556	88,934	71,550
- - AnsaldoBreda 2550 Base - TARGET								44,517	44,517	44,517	44,517	44,517	44,517

There was no FY16 target established by car type.
 MMBMF : Total Vehicle Miles/ NTD defined Revenue Vehicle Major System Failures.

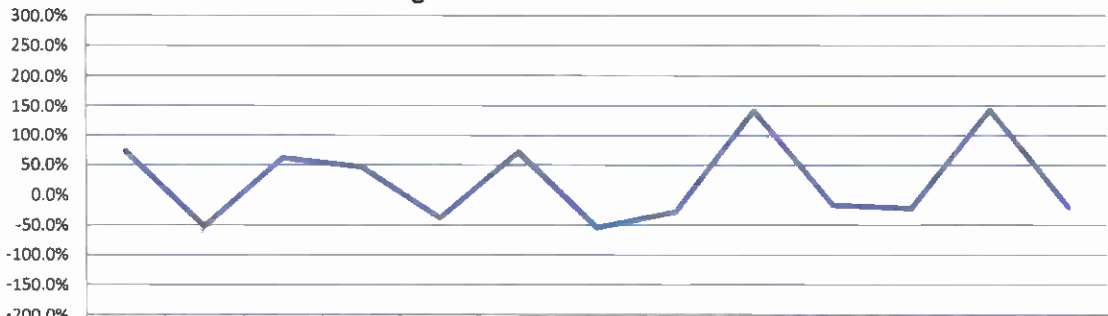


Metro

Percentage Change in Rail MMBMF by Vehicle Type

Light Rail - Breda

% Change in MMBMF



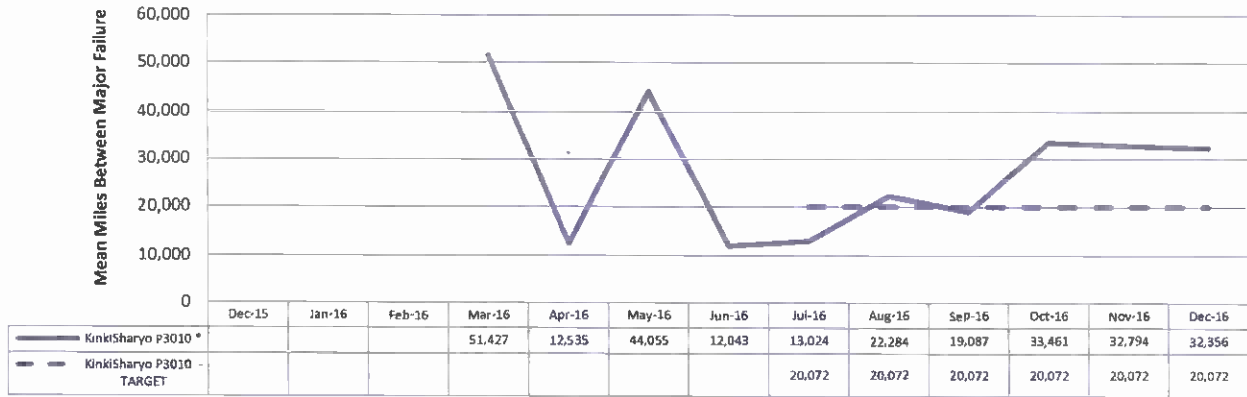
	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	AUG-16	Sep-16	Oct-16	Nov-16	Dec-16
— AnsaldoBreda 2550 Base - AC	73.8%	-51.5%	62.5%	47.5%	-37.7%	71.7%	-53.7%	-27.0%	142.2%	-15.8%	-21.2%	143.3%	-19.5%

MMBMF : Total Vehicle Miles/ NTD defined Revenue Vehicle Major System Failures. %Change is from previous month.



Metro

Rail Mean Vehicle Miles Between Major Failure by Vehicle Type Light Rail - KinkiSharyo

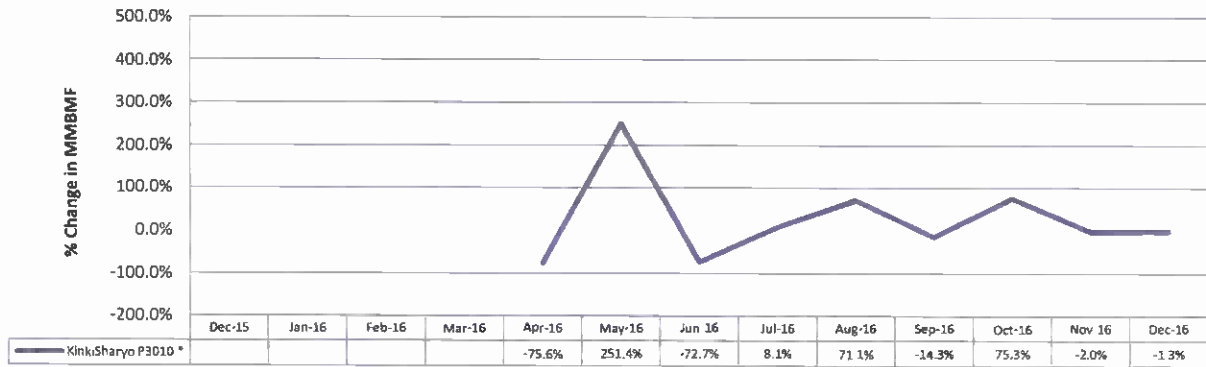


There was no FY16 target established by car type.
MMBMF : Total Vehicle Miles/ NTD defined Revenue Vehicle Major System Failures.



Metro

Percentage Change in Rail MMBMF by Vehicle Type Light Rail - KinkiSharyo



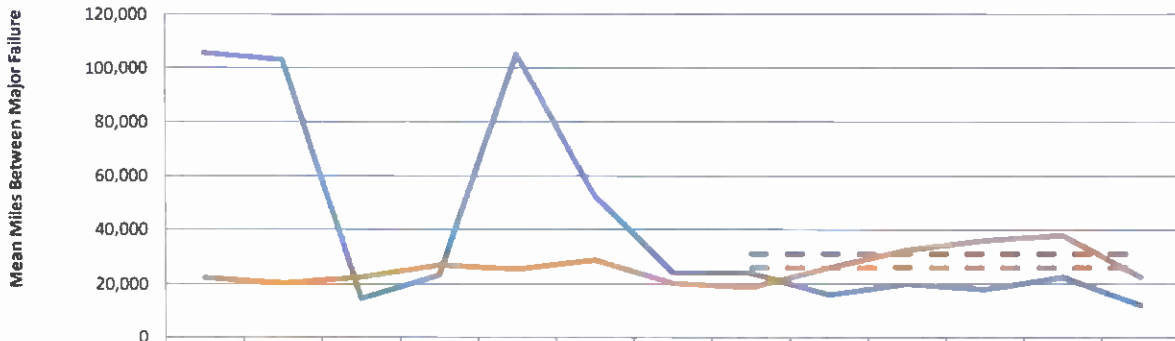
MMBMF : Total Vehicle Miles/ NTD defined Revenue Vehicle Major System Failures. %Change is from previous month.

* KinkiSharyo rolling stock began service March 2016



Metro

Rail Mean Vehicle Miles Between Major Failure by Vehicle Type Light Rail - NipponSharyo



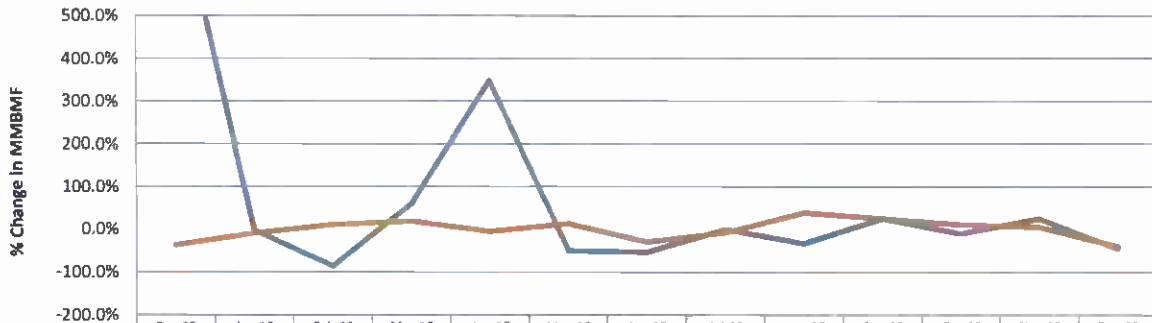
	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16
Nippon Sharyo 2020 - DC	105,799	103,129	14,620	23,452	105,138	52,426	24,256	24,134	16,076	20,161	18,085	22,626	12,147
Nippon Sharyo 2020 - TARGET								31,214	31,214	31,214	31,214	31,214	31,214
Nippon Sharyo 865 - DC	22,513	20,475	22,667	26,985	25,593	28,981	20,341	18,786	26,073	32,617	36,102	37,961	22,672
NIPpon Sharyo 865 - TARGET								26,062	26,062	26,062	26,062	26,062	26,062

There was no FY16 target established by car type.
 MMBMF : Total Vehicle Miles/ NTD defined Revenue Vehicle Major System Failures.



Metro

Percentage Change in Rail MMBMF by Vehicle Type Light Rail - NipponSharyo



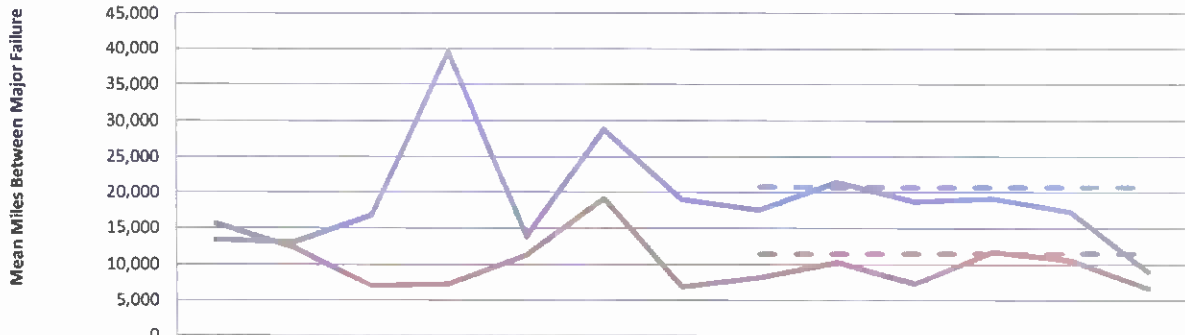
	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16
Nippon Sharyo 2020 - DC	820.0%	-2.5%	-85.8%	60.4%	348.3%	-50.1%	-53.7%	-0.5%	-33.4%	25.4%	-10.3%	25.1%	-46.3%
Nippon Sharyo 865 - DC	-37.3%	-9.1%	10.7%	19.0%	-5.2%	13.2%	-29.8%	-7.6%	38.8%	25.1%	10.7%	5.2%	-40.3%

MMBMF : Total Vehicle Miles/ NTD defined Revenue Vehicle Major System Failures. %Change is from previous month.



Metro

Rail Mean Vehicle Miles Between Major Failure by Vehicle Type Light Rail - Siemens



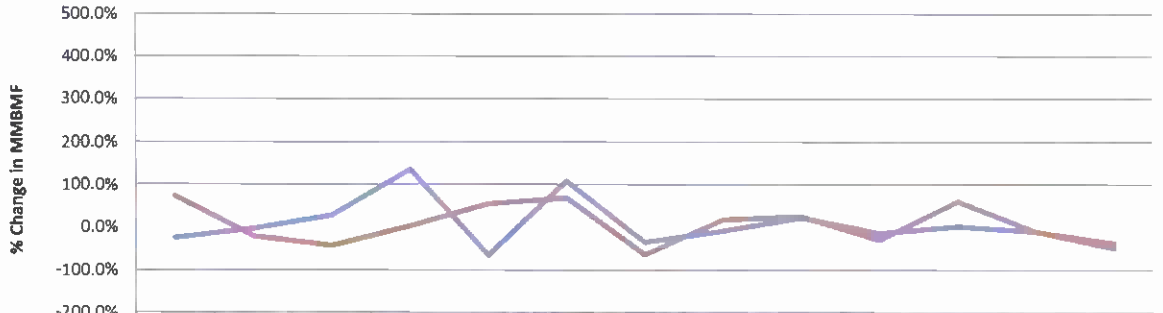
	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16
Siemens 2000 Base - AC	13,486	13,075	16,751	39,513	13,853	28,871	19,031	17,567	21,505	18,725	19,184	17,318	9,073
Siemens 2000 Base - TARGET								20,778	20,778	20,778	20,778	20,778	20,778
Siemens 2000 GE/ATP - AC	15,658	12,375	7,094	7,303	11,344	19,136	6,984	8,241	10,345	7,365	11,790	10,601	6,716
Siemens 2000 GE/ATP - TARGET								11,559	11,559	11,559	11,559	11,559	11,559

There was no FY16 target established by car type.
MMBMF : Total Vehicle Miles/ NTD defined Revenue Vehicle Major System Failures.



Metro

Percentage Change in Rail MMBMF by Vehicle Type Light Rail - Siemens



	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16
Siemens 2000 Base - AC	-24.4%	-3.0%	28.1%	135.9%	-64.9%	108.4%	-34.1%	-7.7%	22.4%	-12.9%	2.5%	9.7%	-47.6%
Siemens 2000 GE/ATP - AC	73.2%	-21.0%	-42.7%	3.0%	55.3%	68.7%	-63.5%	18.0%	25.5%	-28.8%	60.1%	-10.1%	-36.6%

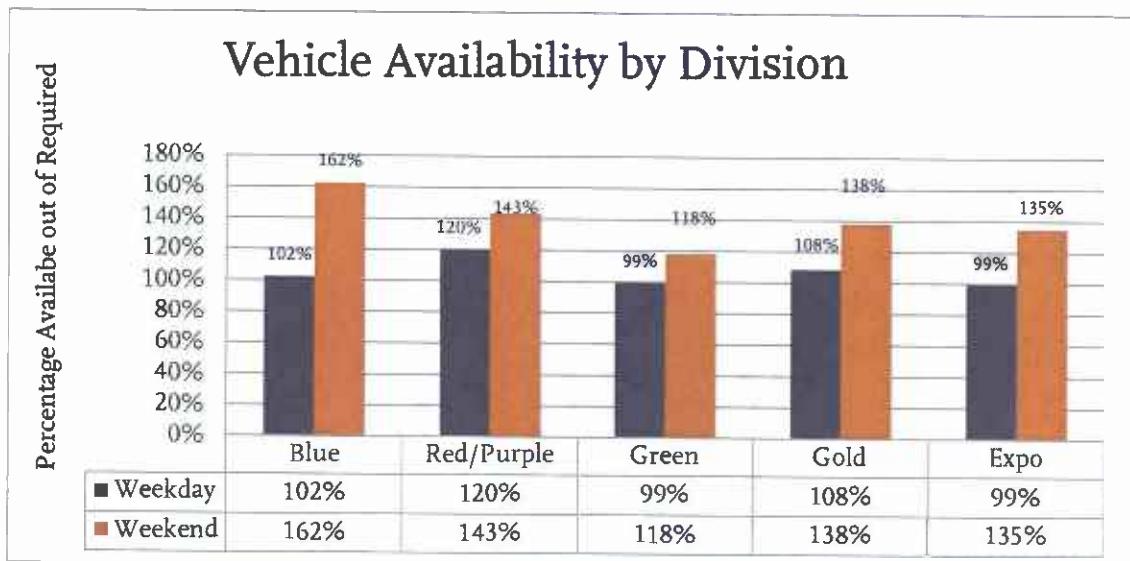
MMBMF : Total Vehicle Miles/ NTD defined Revenue Vehicle Major System Failures. %Change is from previous month.

Rail Fleet Distribution – DECEMBER 2016

Number of Rail Vehicle Type by Division	Blue	Red / Purple	Green	Gold	Expo
AnsaldoBreda 2550 Base - AC				50	
Breda 650 Base - DC		30			
Breda 650 Option - AC		74			
KinkiSharyo P3010				12	36
Nippon Sharyo 2020 - DC	11				4
Nippon Sharyo 865 - DC	37				17
Siemens 2000 Base - AC			29		
Siemens 2000 GE/ATP - AC	17				6
TOTALS	65	104	29	62	63

Vehicle Availability Systemwide

Blue			
Day Type	Vehicles Required	Average Available	Average % Available
Weekday	57	58	102%
Weekend	26	42	162%
Red/ Purple			
Day Type	Vehicles Required	Average Available	Average % Available
Weekday	65	78	120%
Weekend	43	62	143%
Green			
Day Type	Vehicles Required	Average Available	Average % Available
Weekday	22	22	99%
Weekend	14	17	118%
Gold			
Day Type	Vehicles Required	Average Available	Average % Available
Weekday	47	51	108%
Weekend	28	39	138%
Expo			
Day Type	Vehicles Required	Average Available	Average % Available
Weekday	44	44	99%
Weekend	30	40	135%

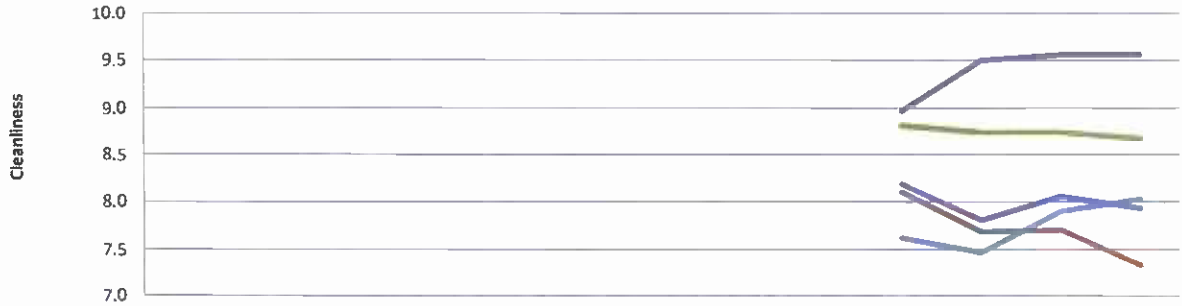


Cleanliness by Vehicle Type



Metro

Rail Cleanliness by General Vehicle Type

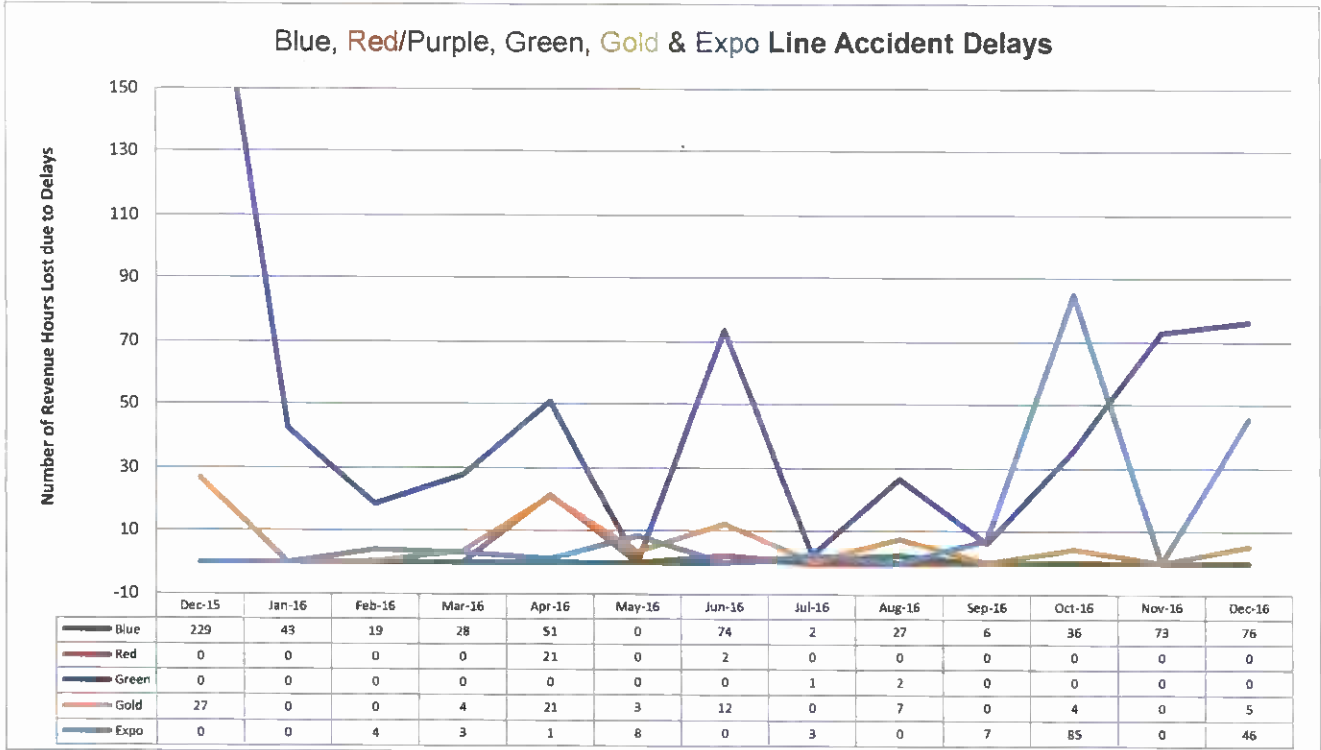


	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16
A650										8.2	7.8	8.1	7.9
P2000										8.1	7.7	7.7	7.3
P2550										8.8	8.8	8.8	8.7
P3010										9.0	9.5	9.6	9.6
P865/P2020										7.6	7.5	7.9	8.0

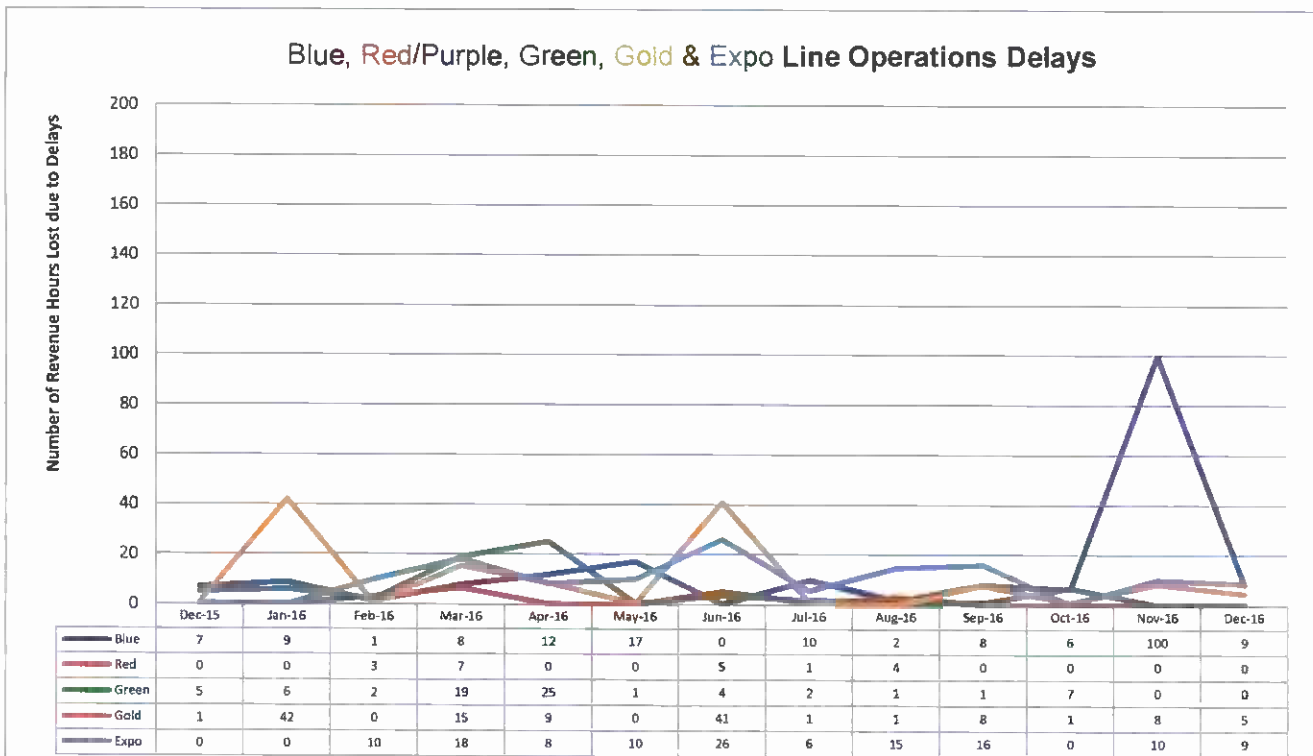
Note: Data Collection Began September 2016

RAIL DELAYS BY CATEGORY - SYSTEMWIDE

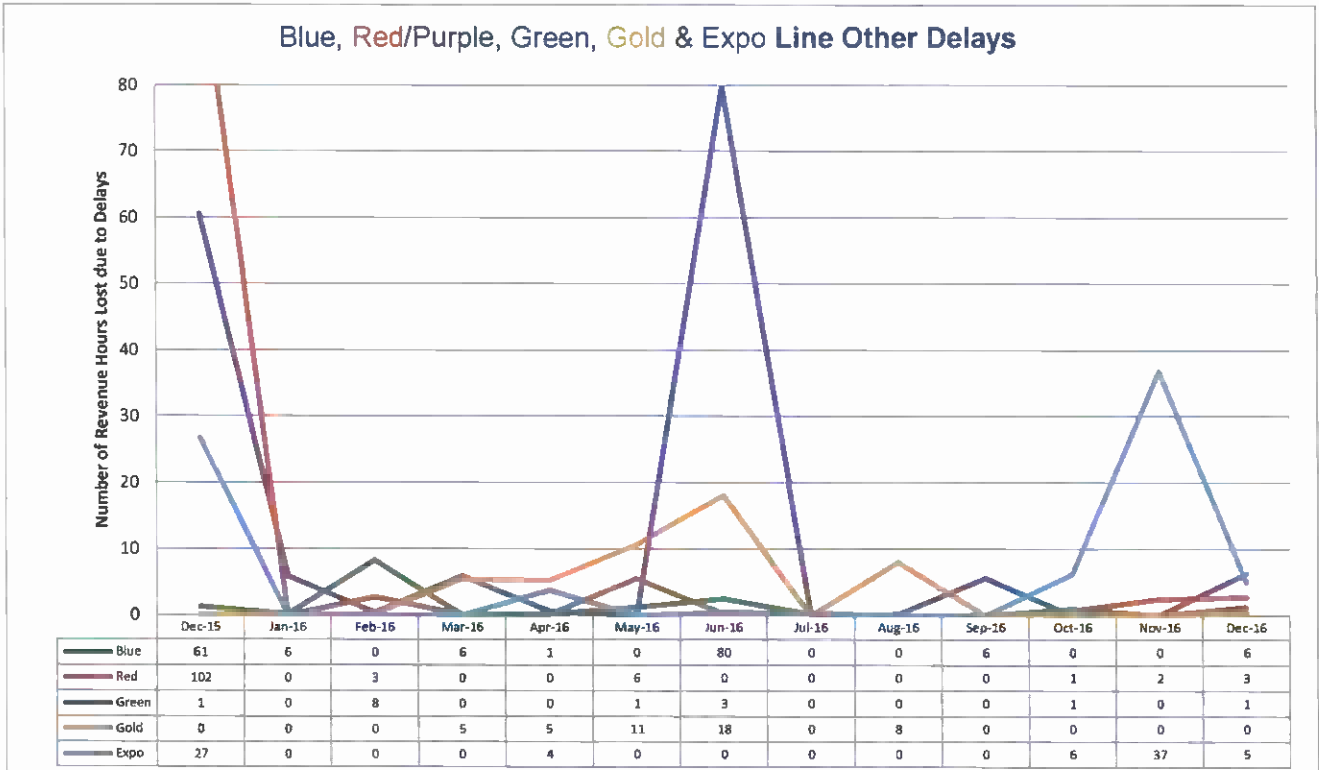
Revenue Hours Lost Related to - ACCIDENTS



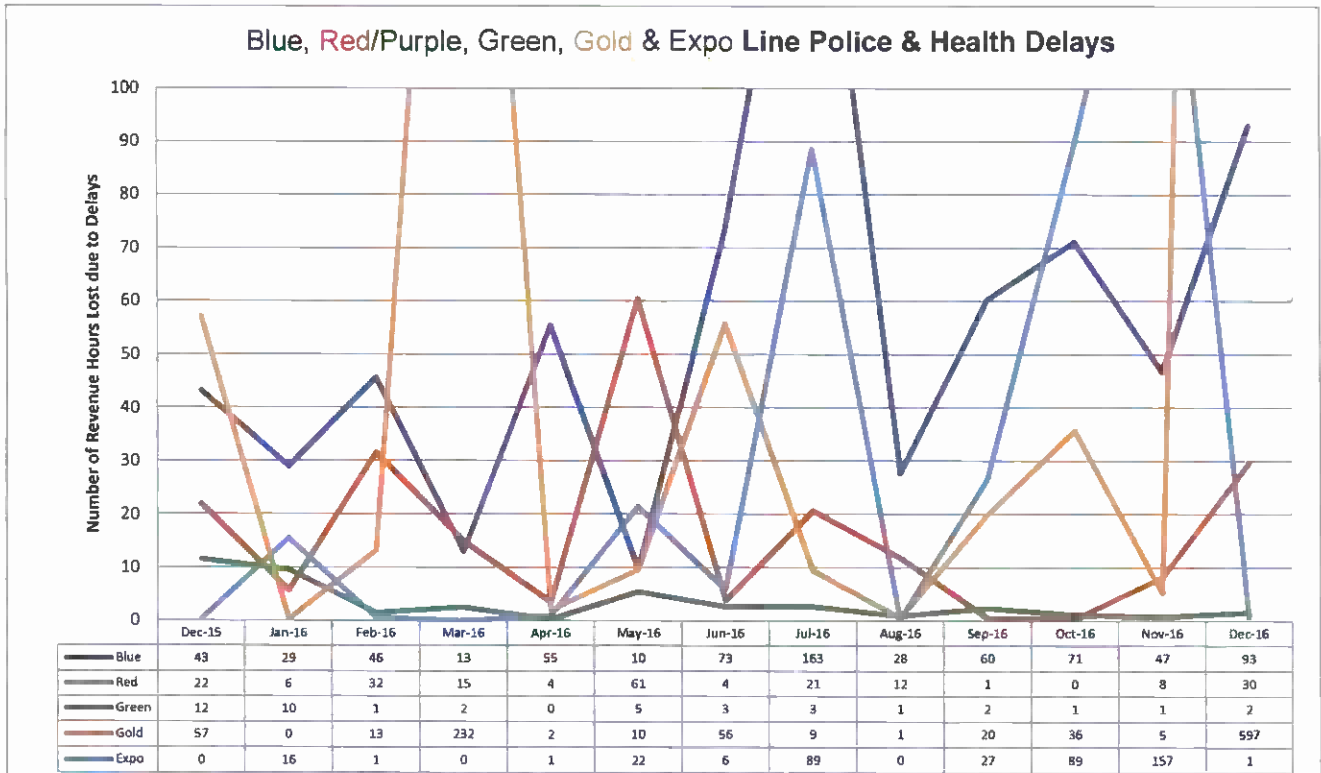
Revenue Hours Lost Related to - OPERATIONS



Revenue Hours Lost Related to - OTHER

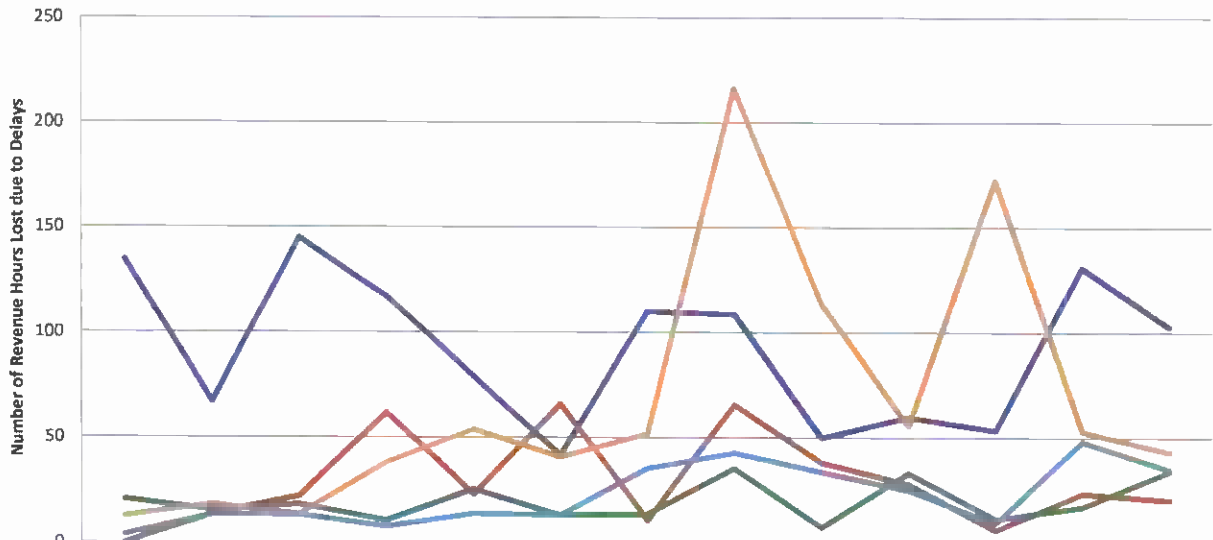


Revenue Hours Lost Related to - POLICE & HEALTH



Revenue Hours Lost Related to - Vehicle Delays

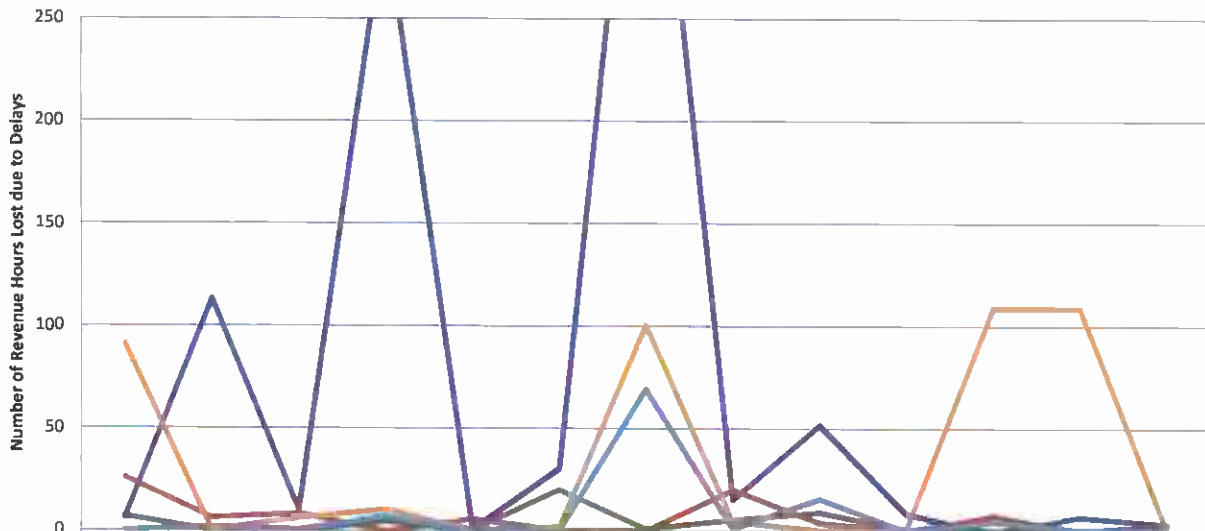
Blue, Red/Purple, Green, Gold & Expo Line Vehicle Delays



	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16
Blue	135	67	145	117	79	42	110	109	50	60	54	131	103
Red	0	14	22	62	23	66	11	66	38	28	6	24	20
Green	20	16	18	11	25	13	14	35	8	33	12	17	34
Gold	13	18	13	38	54	41	52	216	114	56	172	53	43
Expo	4	13	13	8	14	13	35	43	34	25	10	48	35

Revenue Hours Lost Related to - WAYSIDE

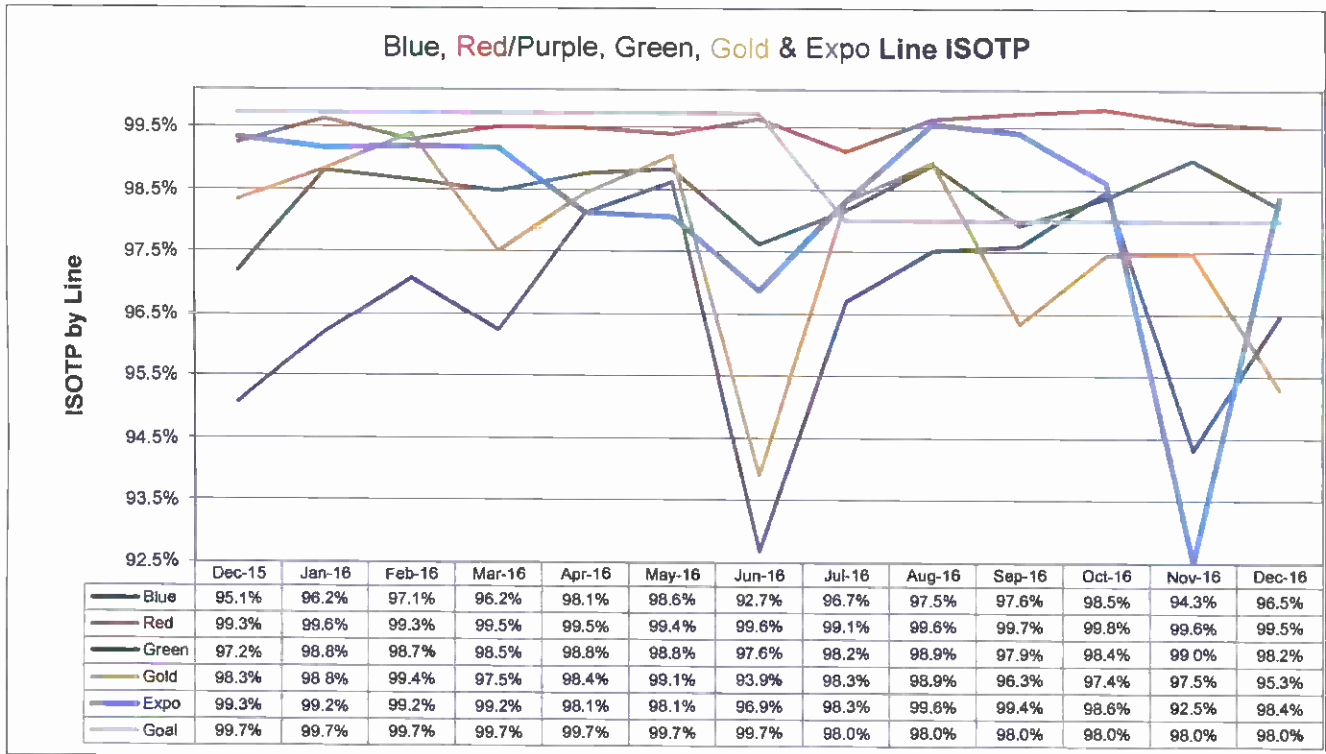
Blue, Red/Purple, Green, Gold & Expo Line Wayside Delays



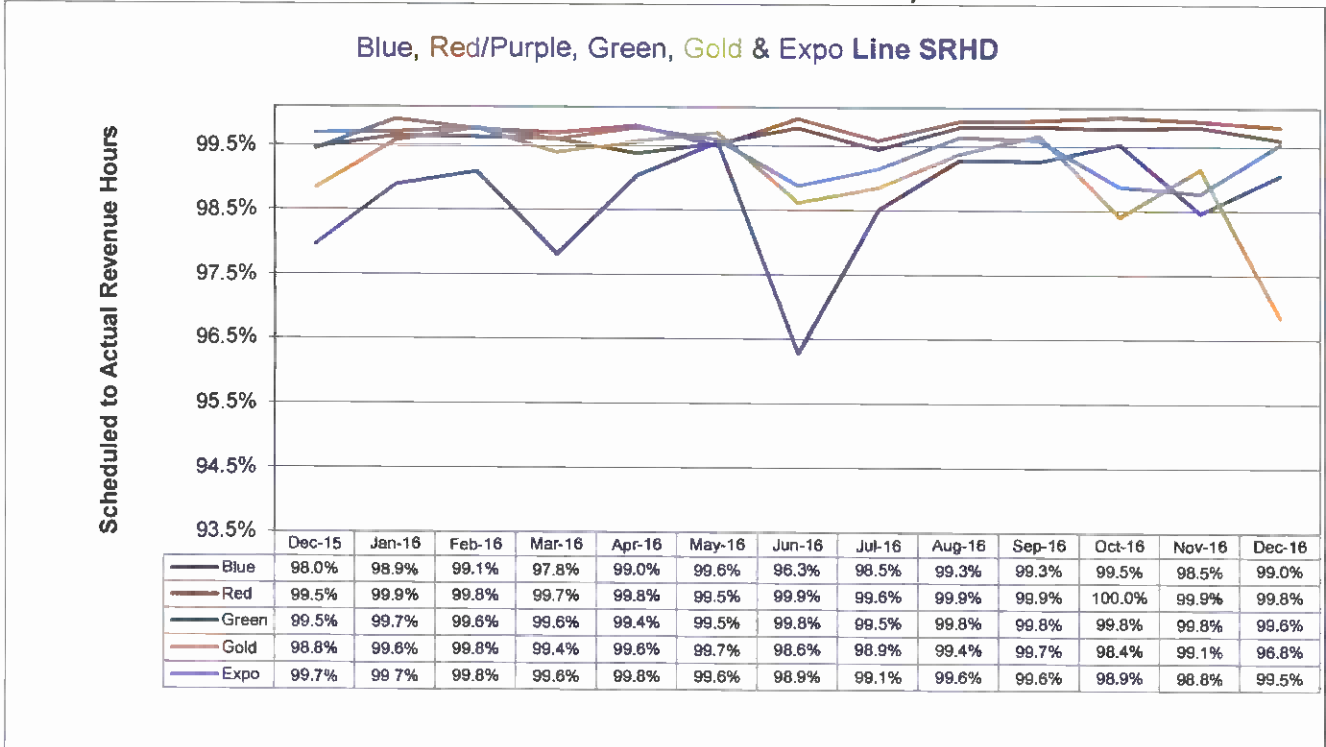
	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16
Blue	6	113	10	300	1	30	424	15	52	8	0	7	4
Red	26	6	8	0	6	0	0	20	4	0	8	0	3
Green	7	0	0	5	0	20	1	6	9	1	1	1	1
Gold	91	0	6	10	0	2	101	5	0	1	109	109	1
Expo	0	2	0	7	0	0	69	1	16	0	5	1	0

Rail Service Performance

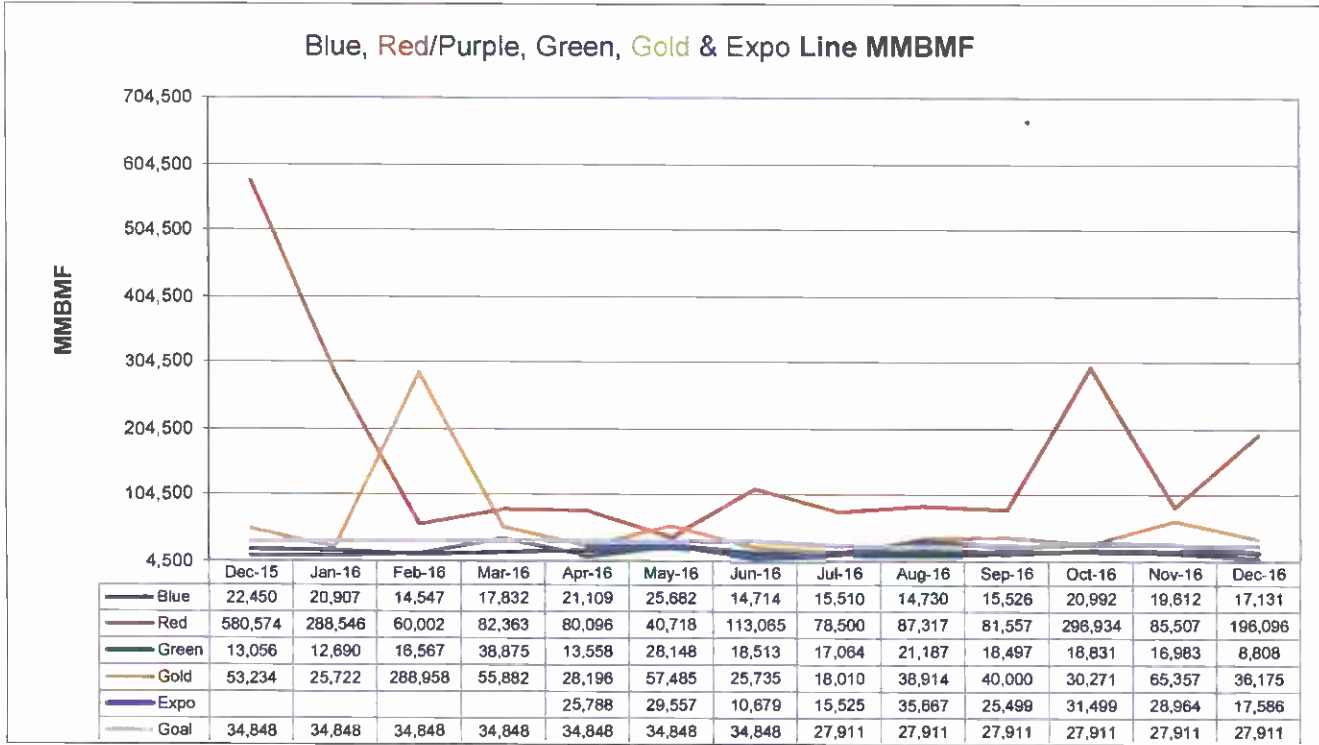
In Service On Time Performance by Line



Ratio of Scheduled to Revenue Hours Delivered by Line

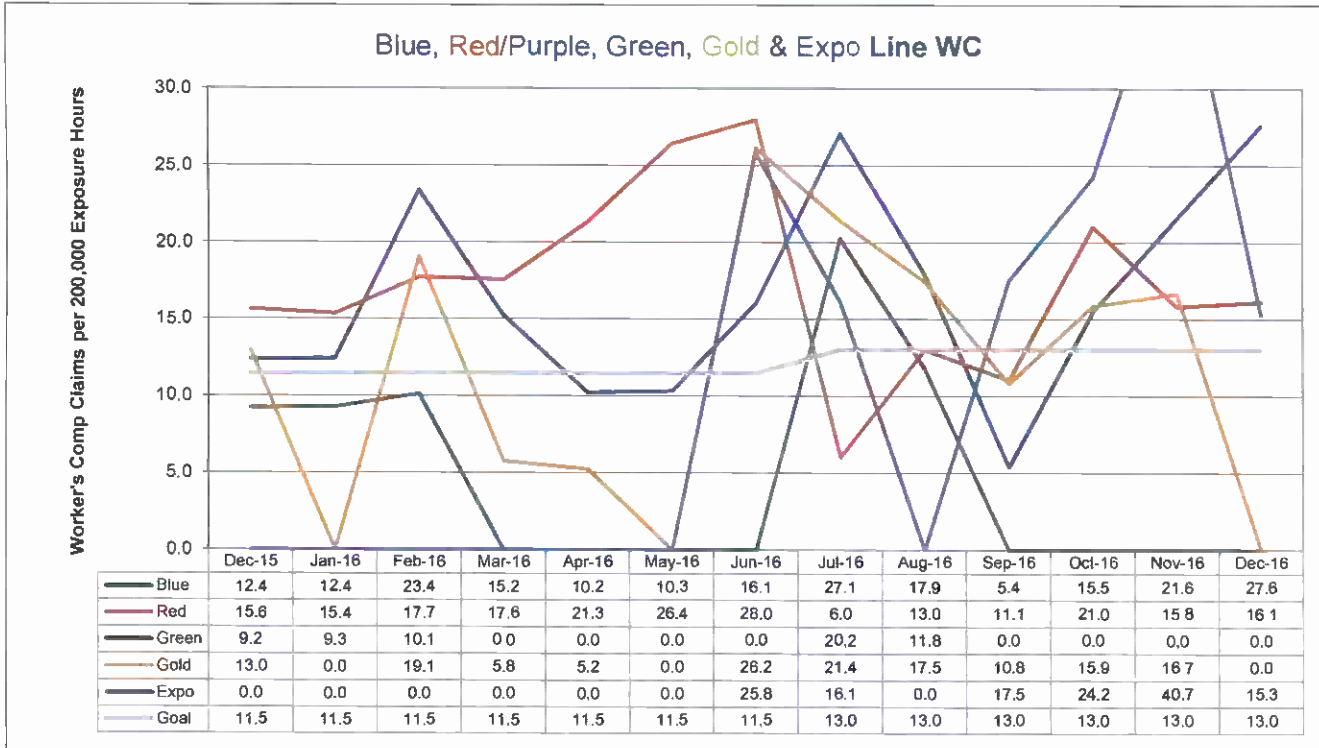


Mean Miles Between Mechanical Failures by Line

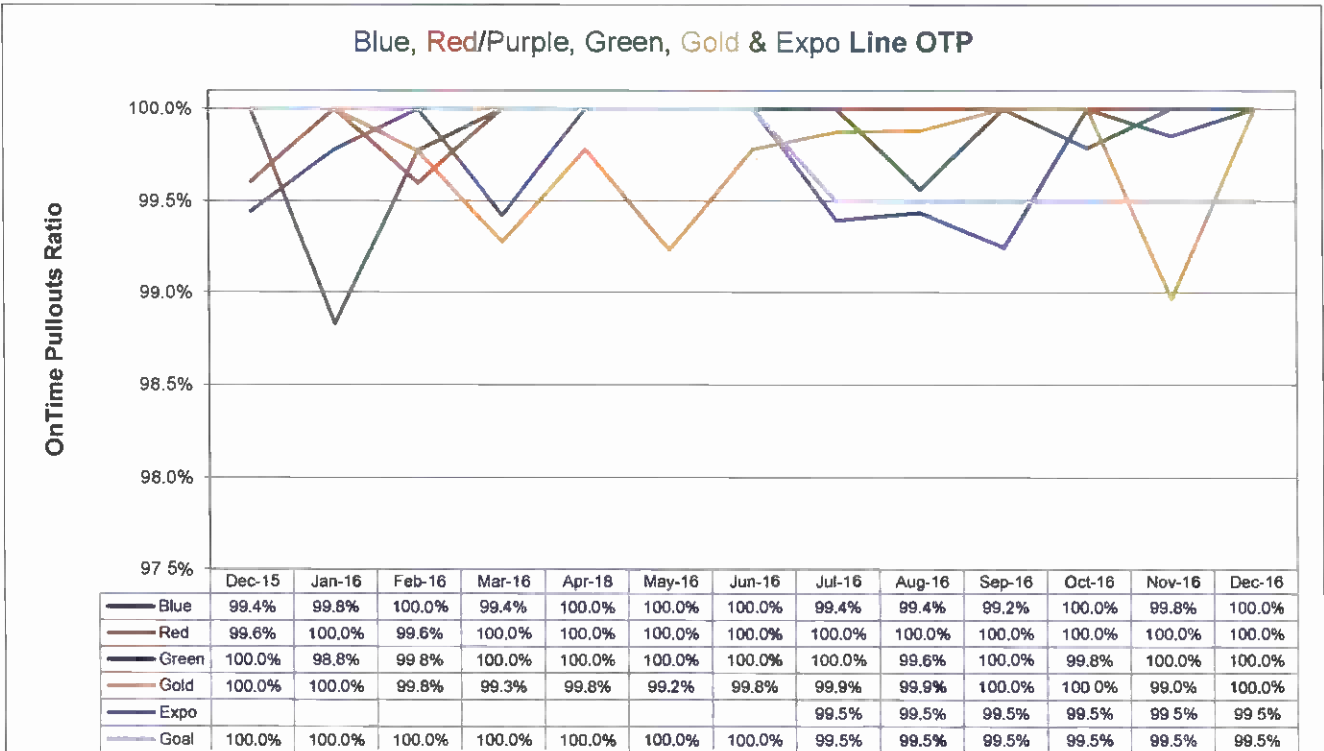


Expo Line Service did not begin until March 2016.

Workers Comp Claims by Line



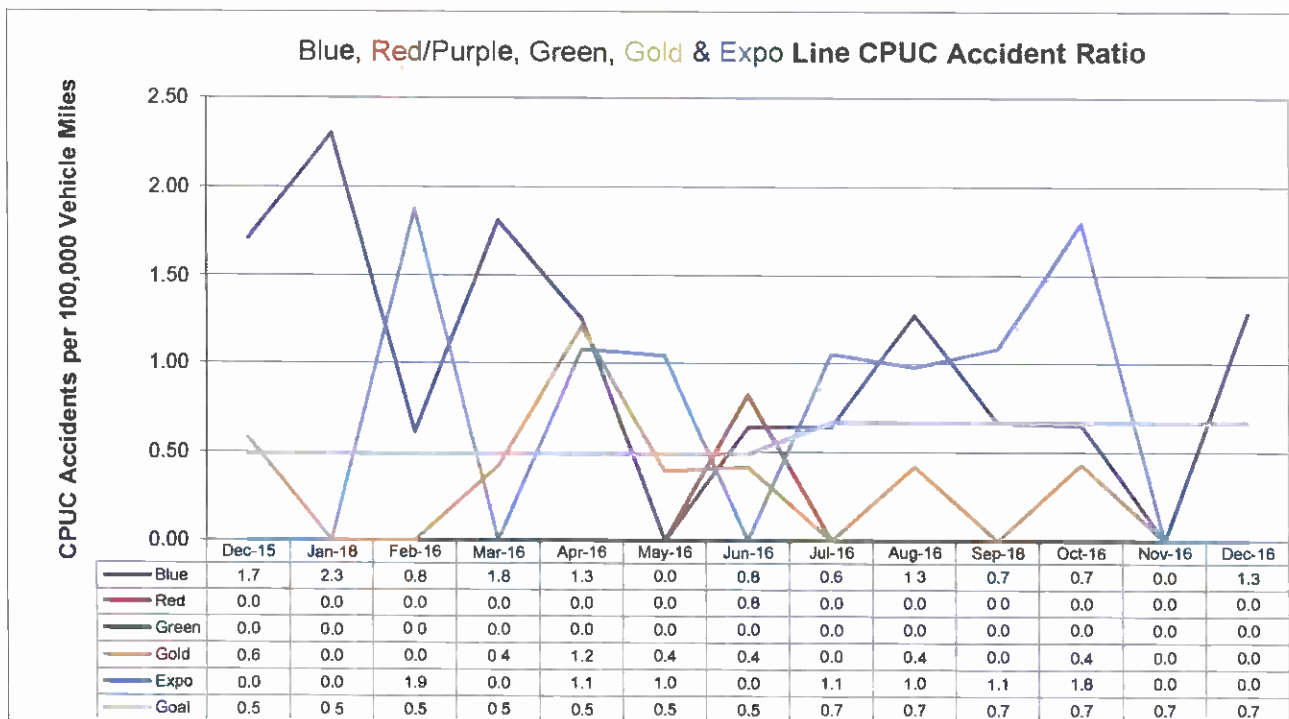
On-Time Pullouts Ratio by Line



Expo Line Service did not begin until March 2016.

Rail Safety Performance

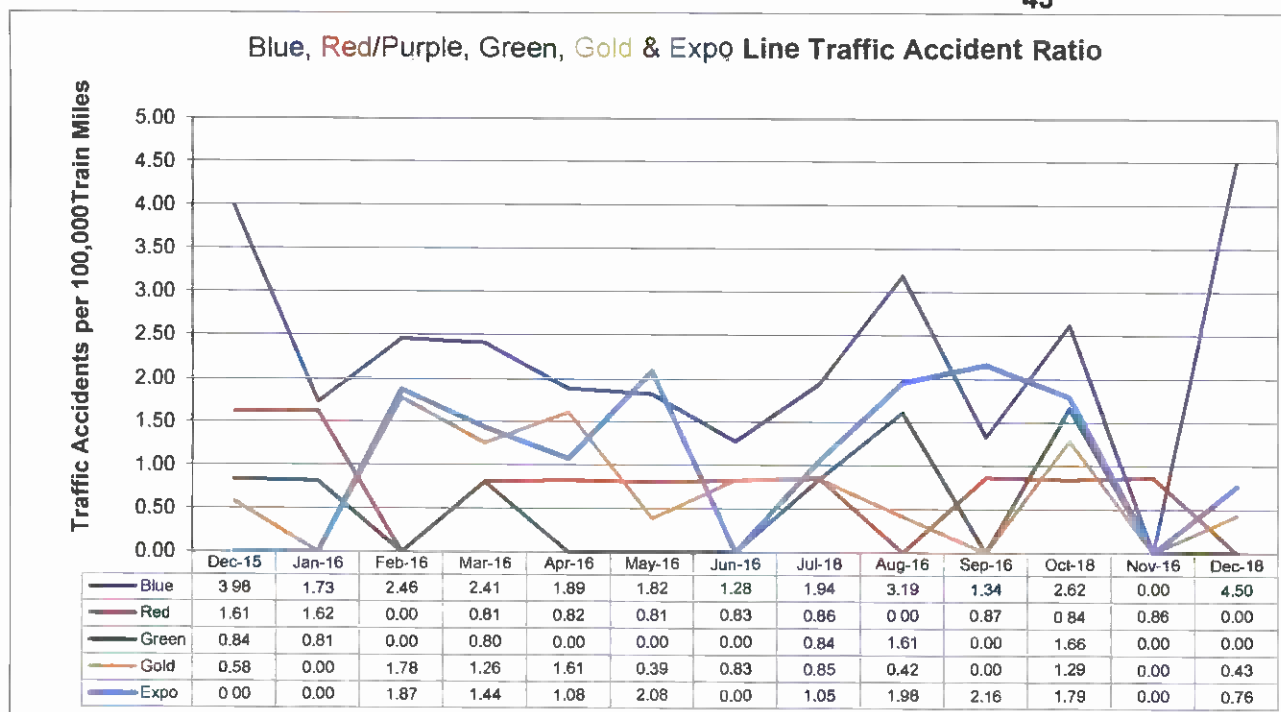
CPUC REPORTABLE ACCIDENTS PER 100,000 TRAIN MILES



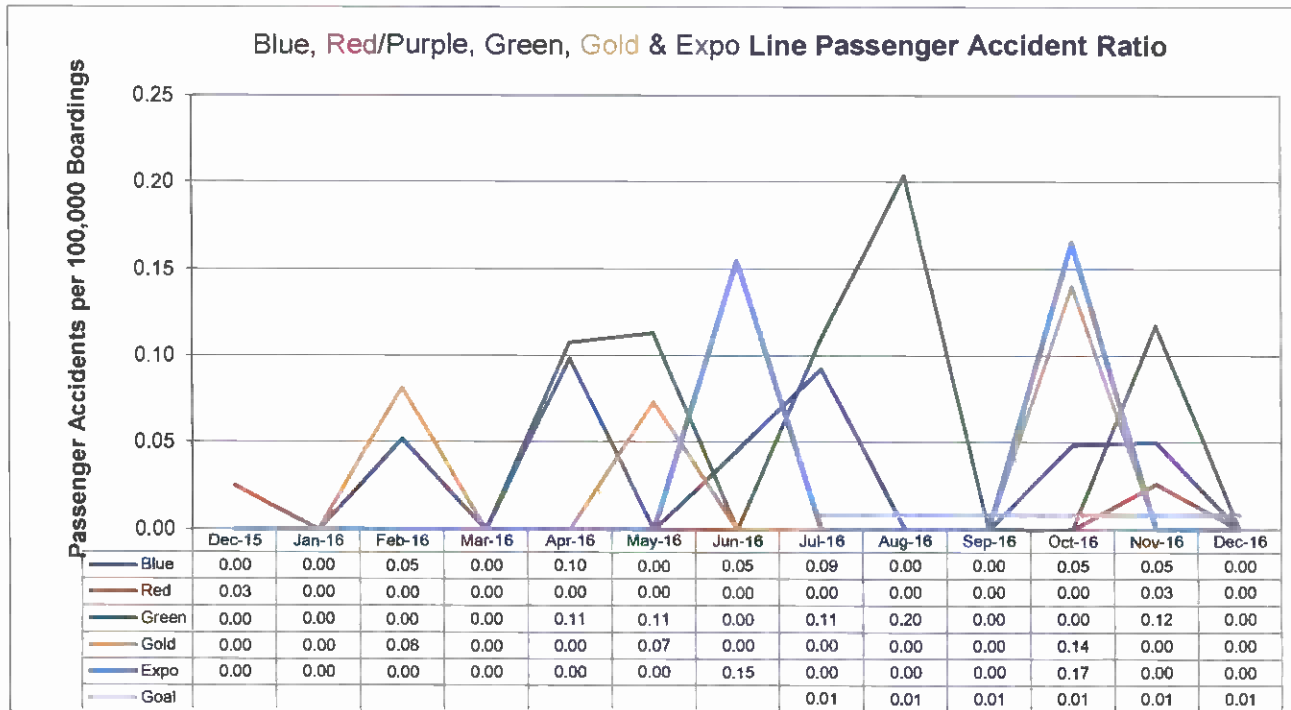
39

TRAFFIC ACCIDENTS PER 100,000 TRAIN MILES

43

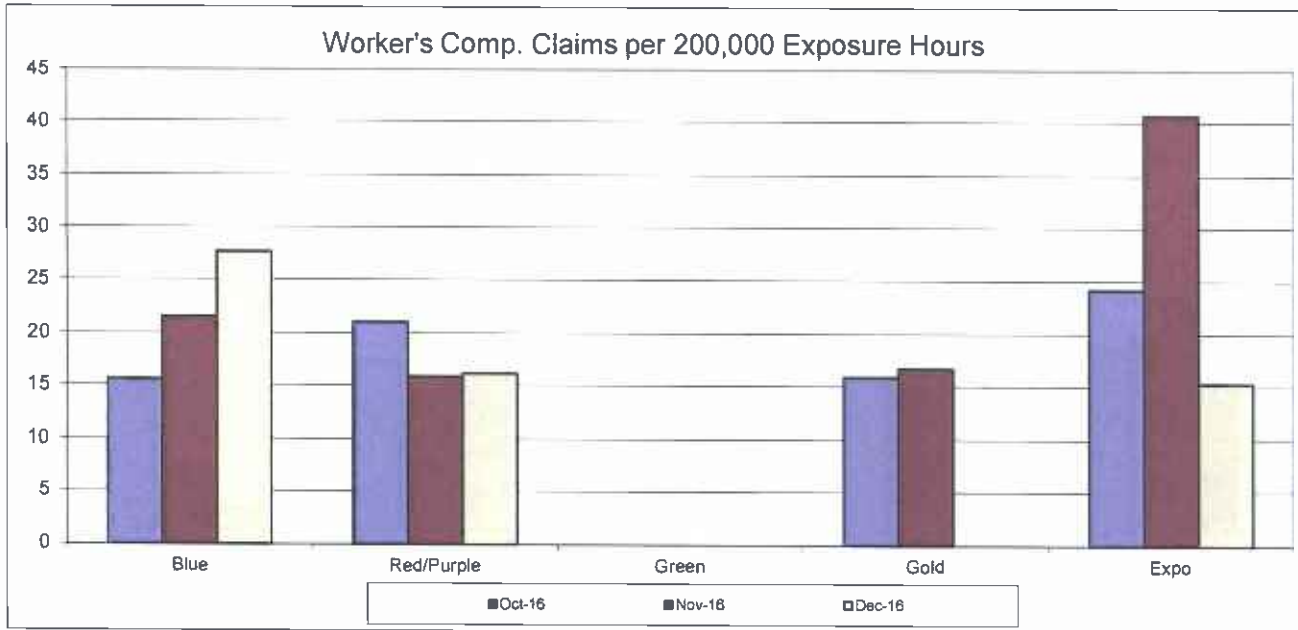


PASSENGER ACCIDENTS PER 100,000 BOARDINGS



Expo Line Service did not begin until March 2016.

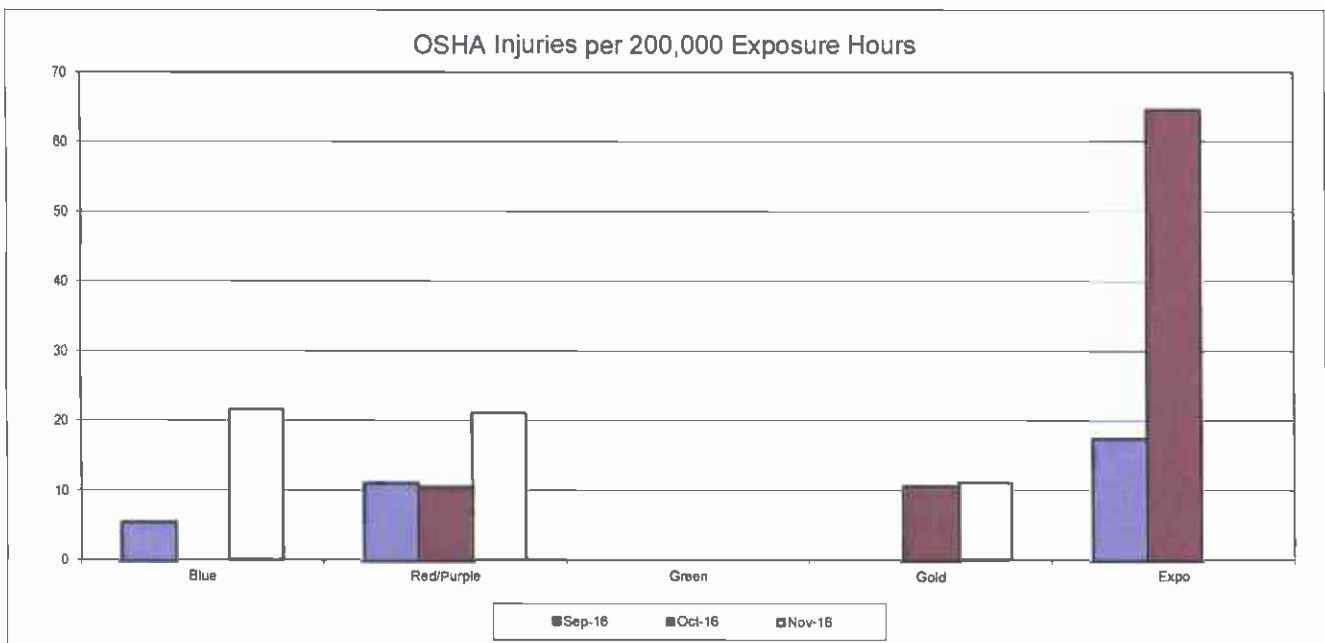
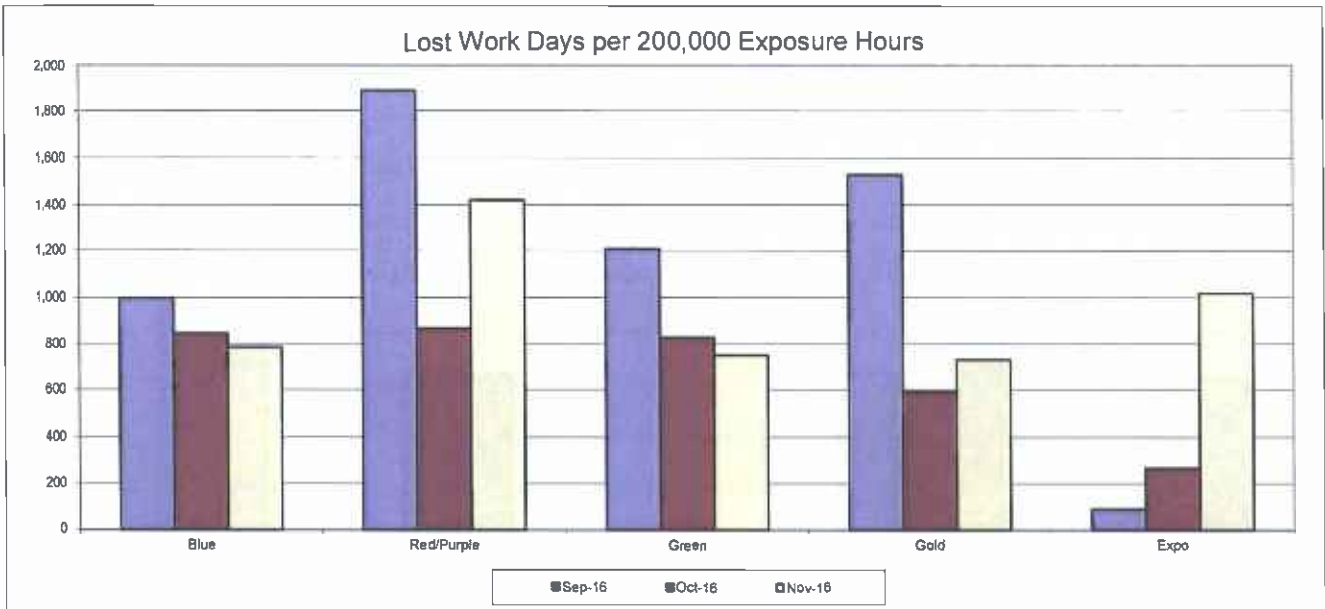
Worker's Comp. Claims
Oct 2016 - Dec 2016
3 Month Comparison



Lost Work Days and OSHA Injuries

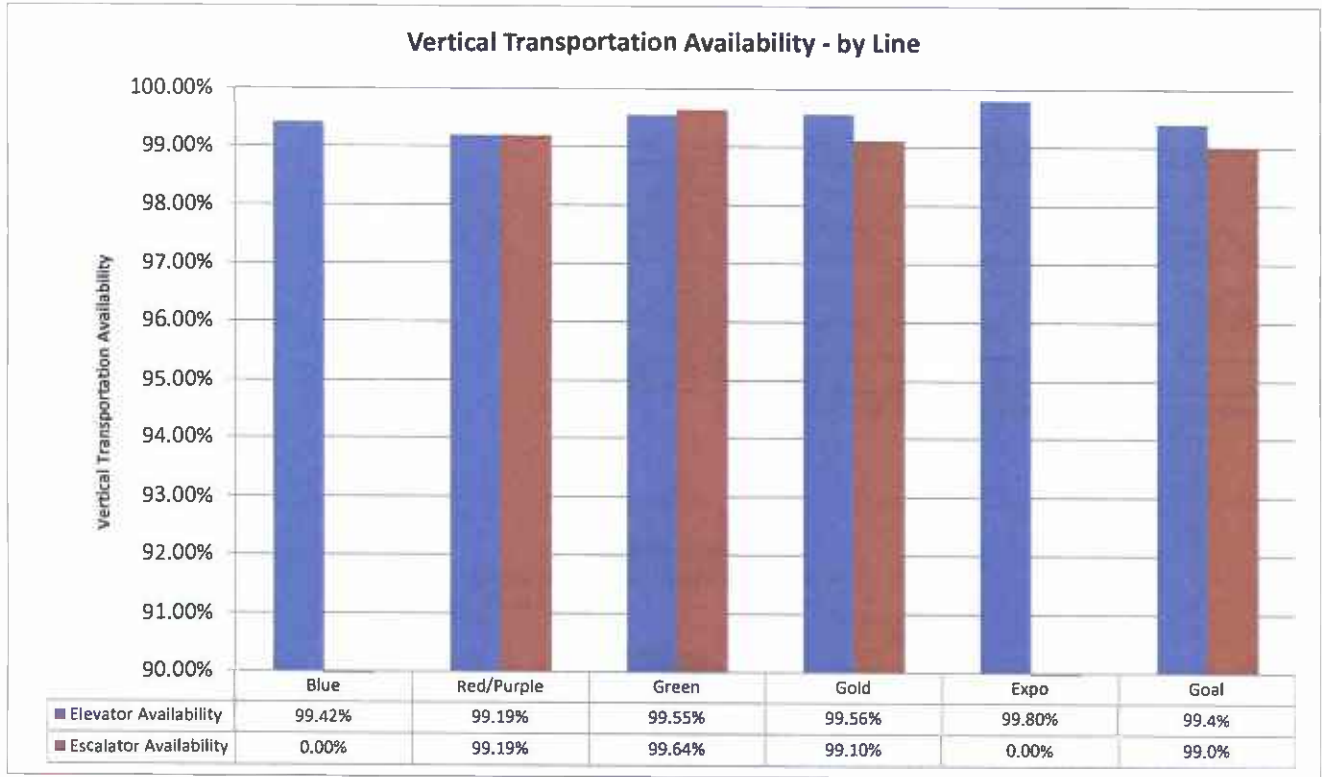
Sep 2016 - Nov 2016

3 Month Comparison



Note: There is a one month lag in Lost Work Days and OSHA data.

Systemwide Vertical Transportation Availability by Line



Note: No Escalators at Blue and Expo Lines

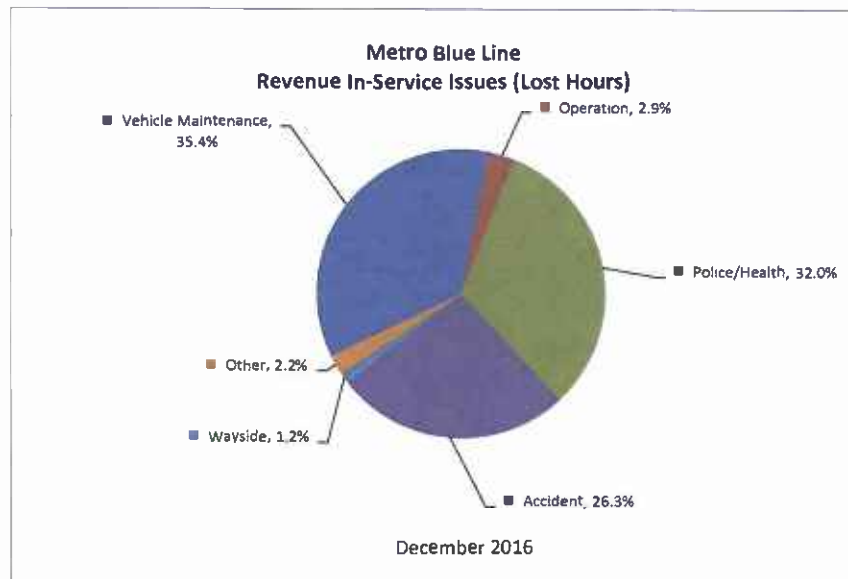
BLUE LINE

Out of a total of 20,124 hours operated, there were approximately 291 total hours of service delays.

December 2016 Service Hours *	Revenue	
	Hours	Per Cent
Revenue Hours without Delays	19,833	98.6%
Cancelled + Delayed Hours	291	1.4%
Total Revenue Hours	20,124	100.0%

Summary of the major contributors:	Count	Hours	Per Cent
Operations	2	8.5	2.9%
Accidents	4	76.4	26.3%
Vehicle Maintenance	42	102.8	35.4%
Wayside	2	3.5	1.2%
Police & Health	12	93.0	32.0%
Other	3	6.4	2.2%
Total	65	290.7	100.0%

* Data from M3 used to report Service Delays is under review for accuracy



December 2016 Blue Line major delay contributors were as follows:

Operations Incidents:

12/9/2016 4:24:00 AM - Incident# 2810373 (1 lost trip, 166 lost minutes)
Train 105
Missed northbound trip from Willow to Washington due to scheduling error.

12/14/2016 6:37:00 PM - Incident# 2812471 (2 lost trips, 346 lost minutes)
Car 229 lost hi voltage power
T-354
Train-604
Consist-230244(229A)
Portal near 12th Street, South, Track #2

Accidents:

12/1/2016 1:26:00 PM - Incident# 2807038 (7 lost trips, 1,193 lost minutes)
Train vs Auto 10-73
Train#108
T#308
Car# (160B),110,143
Track 2, Southbound, Transit Mail

12/2/2016 6:18:00 PM - Incident# 2807772 (2 lost trips, 347 lost minutes)
Train-101
T-237
Cars (244)-233-232
Southbound Track #2
55th Grade Crossing

Train vs Other (Bicycle) at 55th Grade Crossing.

12/19/2016 4:44:00 PM - Incident# 2814327 (11 lost trips, 1,844 lost minutes)
10-73 (Pedestrian on bike)
Train 124
Track #2 SB Nadeu Crossing
T-503 operating along with student operator 25937
(107B)-164-132

12/29/2016 5:14:00 PM - Incident# 2817538 (7 lost trips, 1,199 lost minutes)
10-72 Train vs Pedestrian (non-fatal)
Train 126
Track #2 Southbound Alondra X-Ing
T-291
(241A)-242-250

Vehicle Maintenance Incidents:

12/1/2016 5:50:00 AM - Incident# 2806745 (1 lost trip, 178 lost minutes)
Propulsion Fault with a speed restriction of 35 mph.
Train#106
T#076
Car#125,(101),136
Track 2, Southbound, Washington Station

12/1/2016 8:57:00 AM - Incident# 2806871 (0 lost trips, 15 lost minutes)
Friction Brake fault.
Train#111
T#87
Car#(1168), 118
Track 2, southbound, Firestone Station

12/2/2016 5:14:00 AM - Incident# 2807270 (0 lost trips, 12 lost minutes)

Reports of propulsion fault with a speed restriction of 35mph

Train # 111

T-152

237-235-(246)

Wardlow Station, Track 1, Northbound

12/5/2016 7:53:00 AM - Incident# 2808502 (0 lost trips, 6 lost minutes)

Prop/Fault, Spin Slide.

Train #111.

T-355.

LRV- (231), 239, 244.

Firestone Station, track #1, Northbound.

12/5/2016 9:42:00 AM - Incident# 2808596 (0 lost trips, 10 lost minutes)

No Cab Signal departing 7/MC, track #2, Southbound.

Train #103.

T-102.

LRV- (110B), 143.

7/MC, Track #2, Southbound.

12/7/2016 7:24:00 AM - Incident# 2809519 (0 lost trips, 12 lost minutes)

No movement door problem.

Train #114

Train Operator T-200

Cars (115A), 153, 101

Willow Station, Track 1, Northbound

12/7/2016 10:02:00 AM - Incident# 2809824 (0 lost trips, 12 lost minutes)

Reports reports unable to engage street run

Train # 104

T-211

(248B)-301-235

Transit Mall, Track #1, NB

12/7/2016 3:19:00 PM - Incident# 2809724 (1 lost trip, 168 lost minutes)

Operator reports a door problem with no movement.

Cars 231, 247, 230

Train 121

Operator T-130

7th and Metro, TRK 2, southbound

12/8/2016 5:10:00 AM - Incident# 2809870 (1 lost trip, 184 lost minutes)

Propulsion / Dynamic Brakes

(231)-233-302

Train 106

T-335

Washington, Northbound, Track 1

12/8/2016 7:35:00 PM - Incident# 2810265 (0 lost trips, 5 lost minutes)

Propulsion / Dynamic Brakes

Train 106

T-495

(301A)-248-302

Southbound, Florence station Track 2.

12/9/2016 6:15:00 AM - Incident# 2810445 (1 lost trip, 172 lost minutes)

Multiple ATP faults

Train 117

(113A)-118-119

Main Yard

+6 delay

12/9/2016 4:43:00 PM - Incident# 2810668 (1 lost trip, 178 lost minutes)

Doors 6/7 malfunctioning on car 236A
T-352, train 104
(236)-230-247
Florence, track 2, south

12/9/2016 5:12:00 PM - Incident# 2810679 (1 lost trip, 181 lost minutes)

No Fault - No Movement on train 109
T-357, train 109
114-106-111
Firestone, track 1, north

12/9/2016 6:10:00 PM - Incident# 2810692 (2 lost trips, 332 lost minutes)

T-300
Train-104
Cars (236)-301-247
Anaheim Station, Track #1
Northbound
Doors unable to close.

12/10/2016 6:51:00 PM - Incident# 2810898 (0 lost trips, 6 lost minutes)

Propulsion fault will not clear (125B)144.
Slauson Station
Train #109, T-250, track #2, southbound.

12/11/2016 5:28:00 AM - Incident# 2810947 (0 lost trips, 6 lost minutes)

Prop/Fault.
Train #110.
T-363.
LRV- 241, (242), 245.
Pacific Station, Track #1, Northbound.

12/12/2016 10:05:00 AM - Incident# 2811293 (2 lost trips, 350 lost minutes)

Operator reports of slow movement
Train 105
T-262
233-248-(245B)
Central Ave., Trk. 2, southbound

12/12/2016 3:57:00 PM - Incident# 2811488 (4 lost trips, 671 lost minutes)

Operator reports of a propulsion fault with a speed restriction
Train 108
T-026
(166-164)-104
Firestone station, Trk. 2, southbound

12/14/2016 10:56:00 PM - Incident# 2812559 (1 lost trip, 184 lost minutes)

Cab Door
Train 104
T-75
(159)-143
S/B 7th Met
+12 minute Delay

12/15/2016 4:06:00 PM - Incident# 2812902 (4 lost trips, 686 lost minutes)

Self applying friction brakes on 301A, Train with no movement.

Train 102

T-258

LRV'S (301A) 234-239

Venice Interlocking, Track 2, Southbound.

12/16/2016 5:35:00 AM - Incident# 2813188 (1 lost trip, 172 lost minutes)

Friction brake fault /Traction motor cover exposed.

Train 105

T-87

{101}-145-140

Washington

S/B

12/16/2016 6:19:00 AM - Incident# 2813100 (0 lost trips, 12 lost minutes)

No Fault no movement

Train 116

T-43

{247}-248-240

S/B Wardlow.

+12 service delay

12/16/2016 8:17:00 AM - Incident# 2813257 (3 lost trips, 527 lost minutes)

Vehicle System, HSCB Logic fault, HVAC and air compressor, cars #{153A)-112-155

Train #119

T-194

Florence Station, TRack #002, Southbound.

12/17/2016 3:01:00 PM - Incident# 2813659 (2 lost trips, 258 lost minutes)

Operator reports of no movement

Train 104

T-415

(239)233-302

San Pedro station, Trk. 2, southbound

12/18/2016 3:56:00 PM - Incident# 2813849 (0 lost trips, 10 lost minutes)

Train 113 reporting Propulsion Faults in LRV 242

Train 113

T-250

LRV'S 301- (242)- 245

7th & Metro Center, Track 2, Southbound.

12/19/2016 8:26:00 AM - Incident# 2814067 (1 lost trip, 168 lost minutes)

ATP failure; affecting left/platform bank doors on all three cars, doors would not open.

Train 117

T-69

{250-233-239}

NB, Compton Station, Track 1

12/20/2016 7:16:00 AM - Incident# 2814513 (1 lost trip, 168 lost minutes)

Propulsion fault

Train 114

T-50

126 {130} 120

Slauson Station S/B

12/20/2016 8:13:00 AM - Incident# 2814520 (1 lost trip, 168 lost minutes)

Air pipe BO in the sandbox, making rattling sounds.

Train 118

T-187

236-(229)-230

SB, 7th and Metro Center Station, Track 2

12/21/2016 12:24:00 PM - Incident# 2815009 (1 lost trip, 183 lost minutes)
Train 107 no movement at Grand station.

12/21/2016 9:41:00 PM - Incident# 2815154 (1 lost trip, 168 lost minutes)
HSCB Trip
Train #101
T-307
153A-164
NB, Willow Station, Track #1

12/22/2016 7:06:00 AM - Incident# 2815306 (0 lost trips, 10 lost minutes)
No fault no movement.
Train 117
T-194
(101)-131-144
Washington Trk 1

12/22/2016 11:51:00 AM - Incident# 2815409 (1 lost trip, 168 lost minutes)
Propulsion fault.
Train 101
T#46
Cars#158,165,(159A)
Track 2,Imperial Station,Southbound

12/22/2016 12:03:00 PM - Incident# 2815388 (0 lost trips, 12 lost minutes)
Propulsion fault.
Train#111
T-415
Car# 137,127,(122A)
Track 1 ,7th and Metro,northbound

12/23/2016 7:07:00 PM - Incident# 2815895 (0 lost trips, 21 lost minutes)
Train 121
Pico Station
Northbound
T-348

12/23/2016 9:05:00 PM - Incident# 2815918 (1 lost trip, 188 lost minutes)
Friction brakes locked
Train 103
T-258
car 140(a)
Pacific/5th
Northbound

12/24/2016 11:02:00 AM - Incident# 2816030 (0 lost trips, 9 lost minutes)
Doors will not open on 239. Recurring propulsion faults. REPEATER: 2nd day in a row.
Train 106
T-182
231-(239)-247
SB, 1st street Station, Track 2

12/28/2016 5:12:00 AM - Incident# 2816878 (0 lost trips, 10 lost minutes)
Propulsion fault
Train 104
T-335
(302B)-234-245
7th Metro Trk 2
+10 delay

12/28/2016 7:49:00 AM - Incident# 2816924 (1 lost trip, 193 lost minutes)
Train-105
T-355
Cars 105-(120)-109
Southbound, Track #2
Vernon Station
Propulsion / Dynamic Brakes (Blown Motor Fuse) at Vernon Station.

12/29/2016 3:34:00 PM - Incident# 2817498 (1 lost trip, 168 lost minutes)

Train 122 reports propulsion faults with a speed restriction. LRV 122B
Train 122
T-307
LRV'S 130- (122B) 149
San Pedro Station, track 1, northbound.

12/30/2016 4:19:00 AM - Incident# 2817646 (1 lost trip, 176 lost minutes)

PROP FAULT
Train 102
T-118
(24SA)-234-301
N/B 108th Trk 1

12/31/2016 3:45:00 PM - Incident# 2818122 (0 lost trips, 8 lost minutes)

Train 105 reports that he is not able to open doors at platform 2 to pick up patrons.
Train 105
T-258
LRV'S (165A) 167-126
Metro Center, Track 2, Southbound.

12/31/2016 4:34:00 PM - Incident# 2818130 (0 lost trips, 8 lost minutes)

Operator reports doors not closing.
Train 103
T-246
LRV'S 240-(239) 249
San Pedro Station, Track 2, Southbound.

Wayside Incidents:

12/15/2016 12:25:00 AM - Incident# 2812560 (1 lost trip, 193 lost minutes)

Deenergized Washington and Flower
Train 627
T-380
1047-1020
Washington and Flower S/B
Track 1
+ 19 minutes delay N/B to 7th Met
+ 22 minutes delay from 7th Met

12/22/2016 5:00:00 AM - Incident# 2815204 (0 lost trips, 18 lost minutes)

False occupancy track circuit # 1. Switch 13 Trk 1

Police & Health Incidents:

12/3/2016 12:29:00 PM - Incident# 2807959 (0 lost trips, 10 lost minutes)

Blockade at Transit Mall, possible PSP.

12/3/2016 2:56:00 PM - Incident# 2807998 (1 lost trip, 116 lost minutes)

Operator reports of Stabbing aboard the Train.
Train 108
(1078) 117
T-400
Wardlow Station, Track 1, Northbound

12/8/2016 4:25:00 PM - Incident# 2810231 (0 lost trips, 15 lost minutes)

LASD Deputy Lane reports a robbery at the Artesia Station platform.

12/9/2016 9:12:00 AM - Incident# 2810516 (0 lost trips, 12 lost minutes)

Train delay due to police activity

12/11/2016 11:56:00 PM - Incident# 2811097 (0 lost trips, 18 lost minutes)

Person having a seizure aboard car 162, Train 108.

Train 108

T-413

Consist 144-162-138

103rd Street Station, Track 1 NB

12/17/2016 7:25:00 AM - Incident# 2813568 (0 lost trips, 22 lost minutes)

Passenger vehicle was partially blocking track 2 at San Pedro

Train 104

T-321

126-151-130

San Pedro, Trk. 1, northbound

12/19/2016 7:26:00 PM - Incident# 2814356 (12 lost trips, 2,012 lost minutes)

Blockade

Train 110 NB Track #1 20th X-ing

T-201

(126A)-151-130

12/20/2016 5:32:00 AM - Incident# 2814448 (0 lost trips, 6 lost minutes)

Passenger reporting individual smoking illegal drugs.

12/20/2016 8:10:00 PM - Incident# 2814774 (0 lost trips, 15 lost minutes)

LASD reports of a passenger on board train 108 that assaulted another passenger.

Train 108

T-250

149-114-153

Grand station, Trk. 1, northbound

12/29/2016 6:34:00 AM - Incident# 2817281 (16 lost trips, 2,682 lost minutes)

Bomb Threat involving Long Beach Police Dept patrol car at 1st and Pine.

12/30/2016 3:36:00 PM - Incident# 2817915 (2 lost trips, 350 lost minutes)

Train 102 reports a semi-truck blocking tracks 1 and 2 at 41st Grade Crossing.

12/31/2016 1:27:00 PM - Incident# 2818101 (2 lost trips, 323 lost minutes)

Trespasser standing track, 1 Hill & Long Beach Bl facing northbound in front of train refusing to clear.

Other Incidents:

12/11/2016 9:52:00 AM - Incident# 2811000 (2 lost trips, 348 lost minutes)

Late Pull Out.

12/19/2016 3:51:00 AM - Incident# 2813926 (0 lost trips, 16 lost minutes)

ATP failure on 129A; train could not clear interlocking.

Train 102

T-335

(129A)-115-101

NB, Mainyard Interlocking 3N, arrival track

12/20/2016 5:00:00 AM - Incident# 2814431 (0 lost trips, 17 lost minutes)

Train delay from the yard

Train 109

T-390

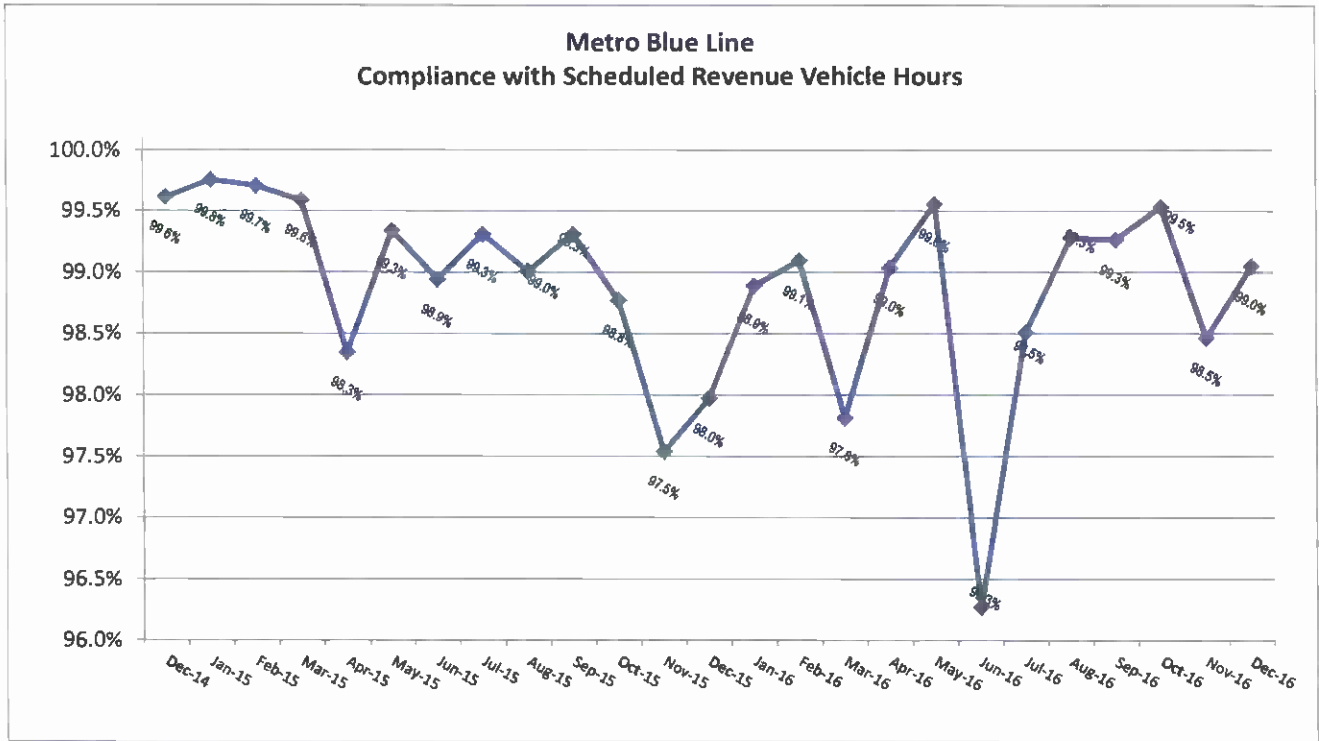
233-239-247

Blue Line Yard

17 minute delay

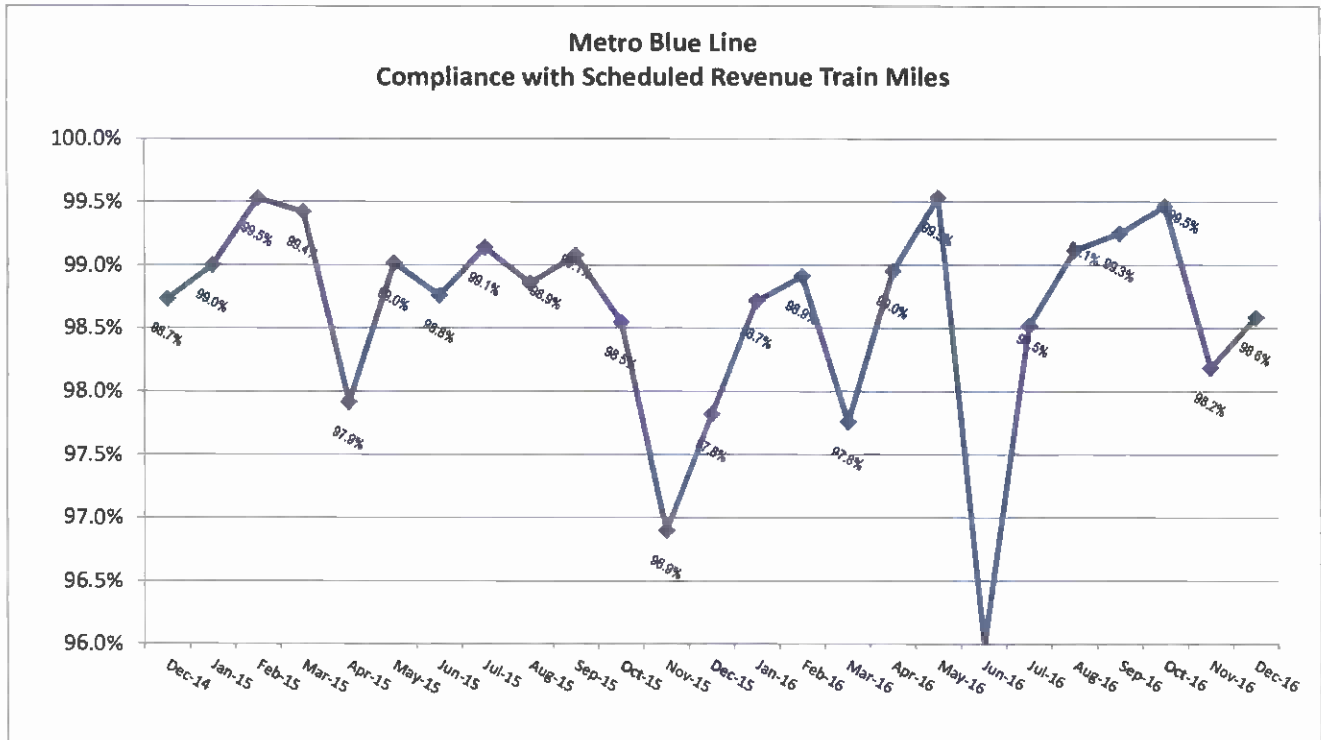
MEASURES OF THE OVERALL SERVICE IMPACT OF RAIL INCIDENTS

COMPLIANCE WITH SCHEDULED VEHICLE HOURS CHART

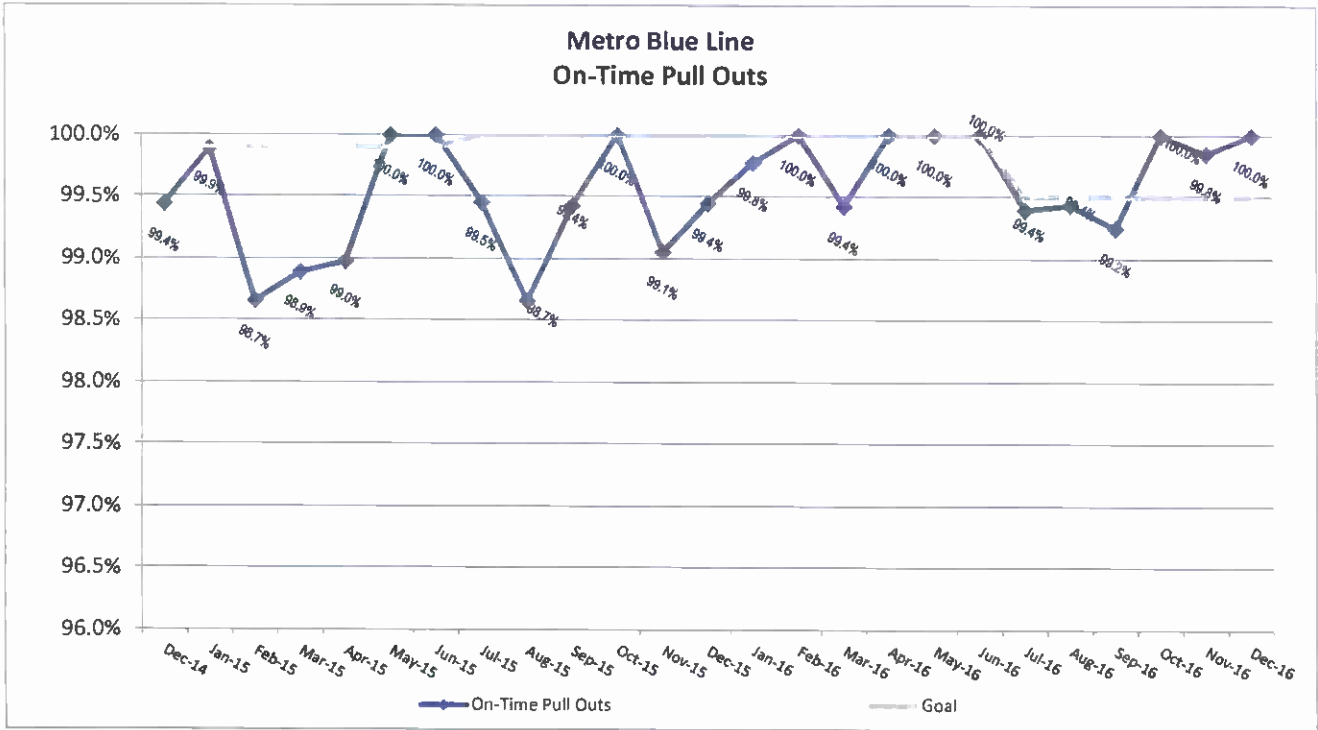


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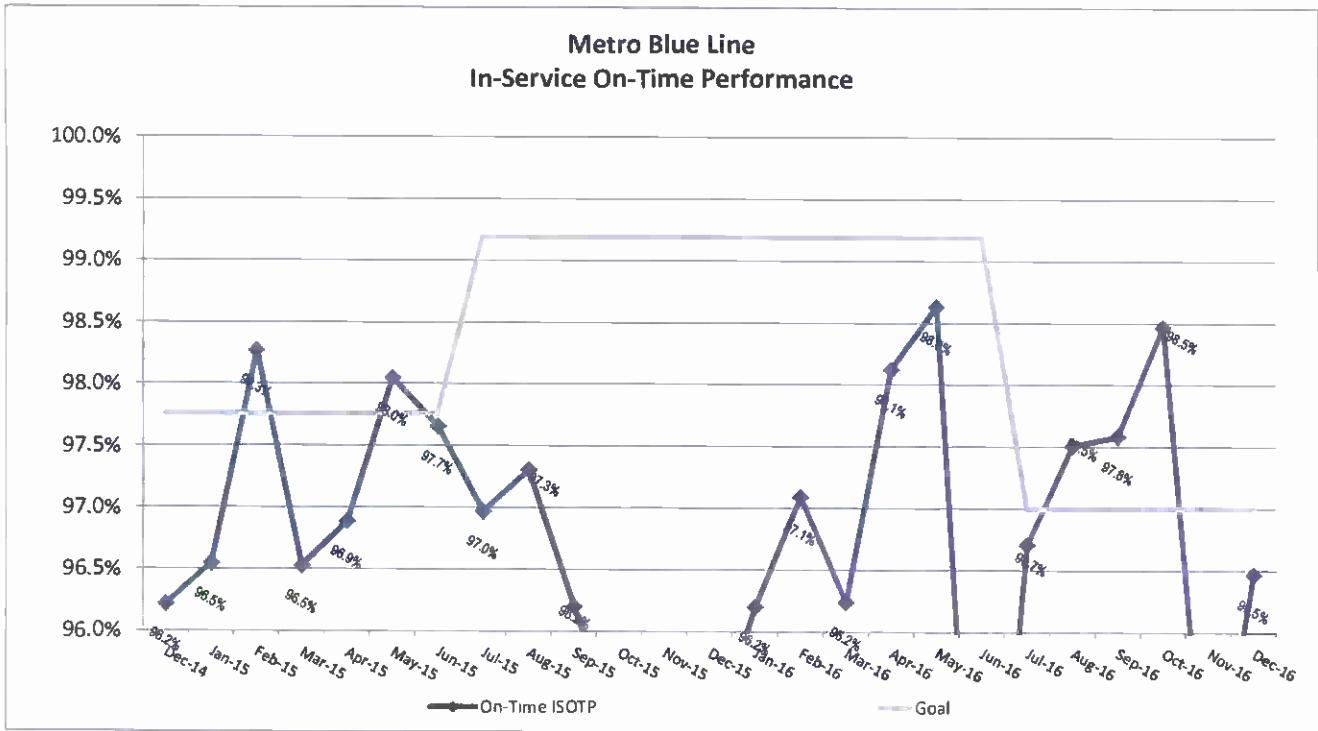
COMPLIANCE WITH SCHEDULED TRAIN MILES CHART



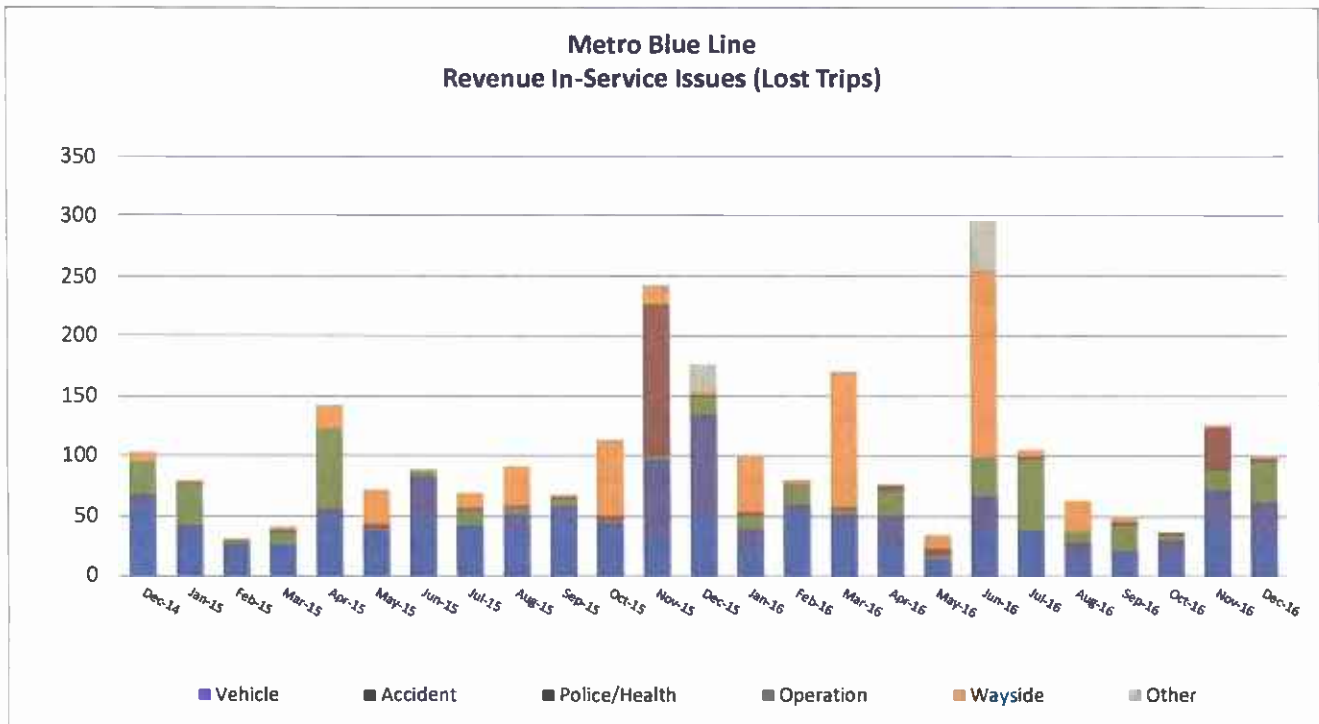
ON-TIME PULL OUTS CHART



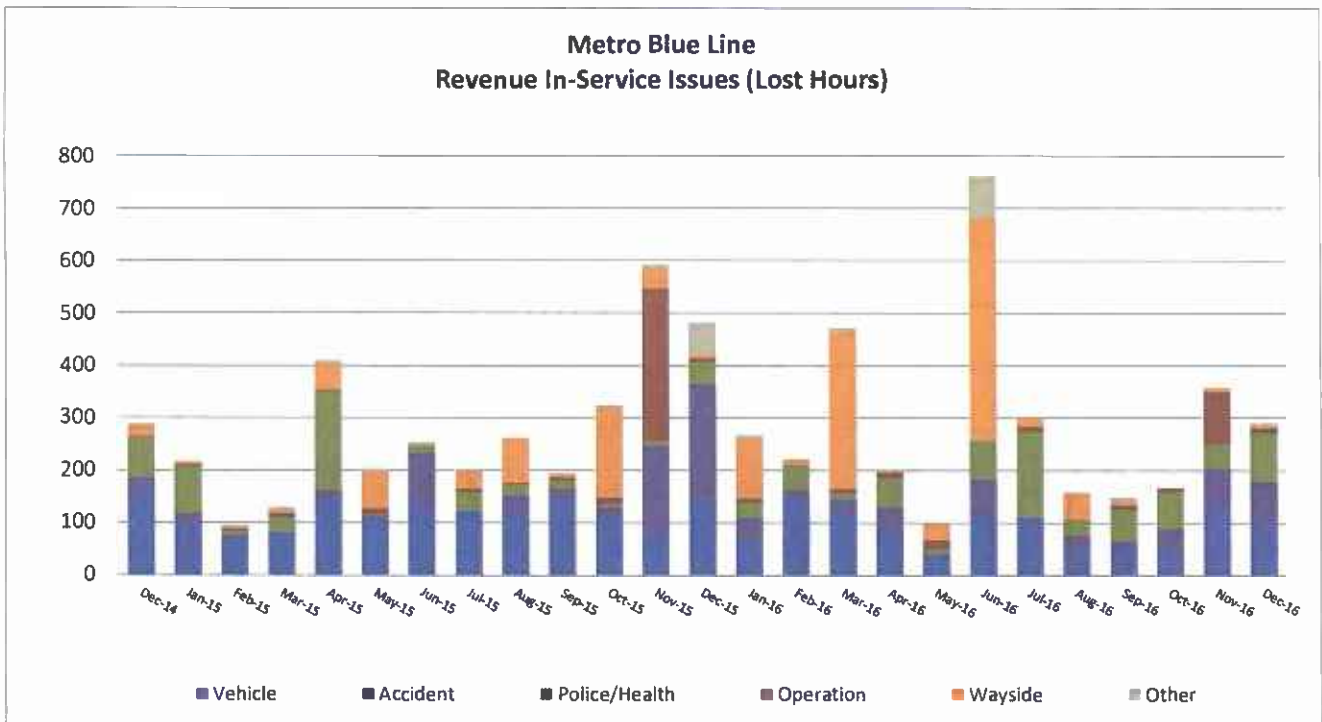
IN-SERVICE ON-TIME PERFORMANCE CHART



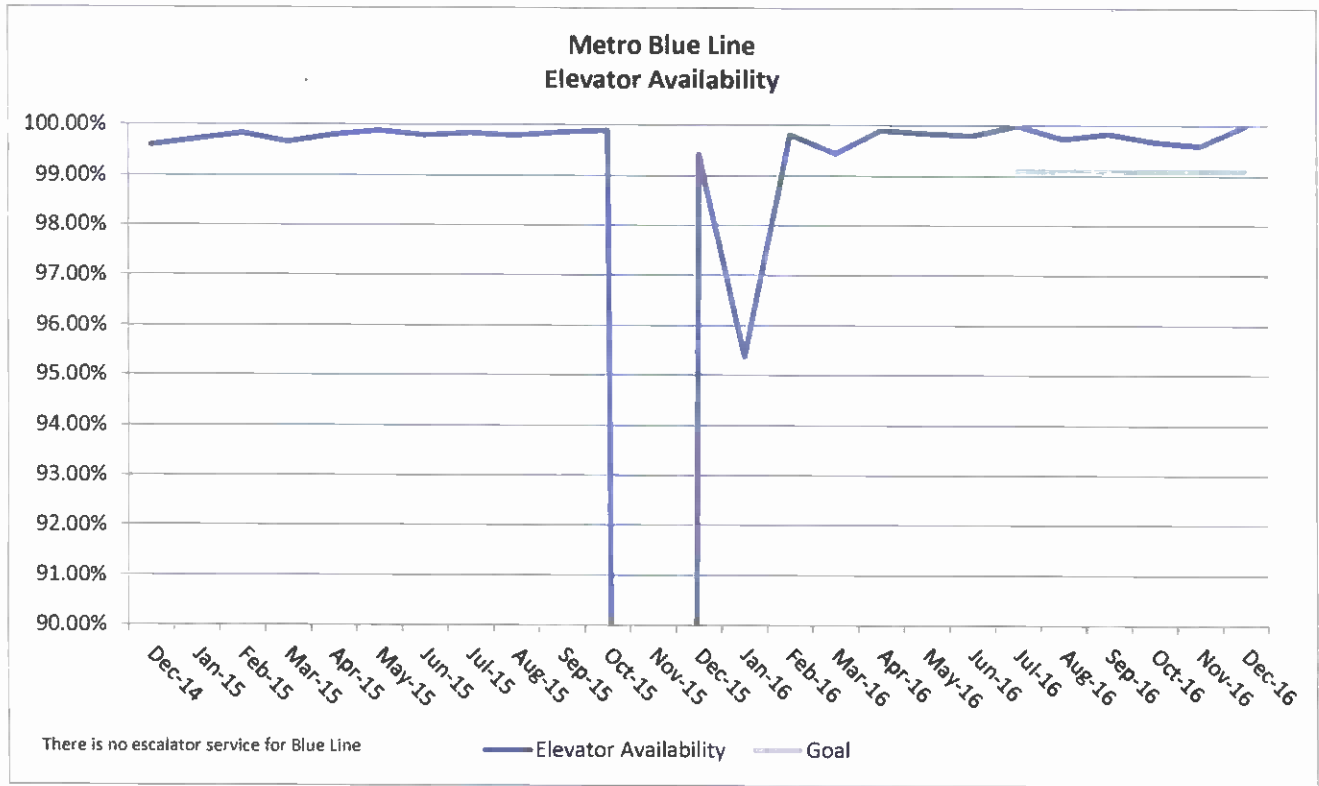
LOST TRIPS



LOST HOURS



VERTICAL TRANSPORTATION AVAILABILITY



RED LINE

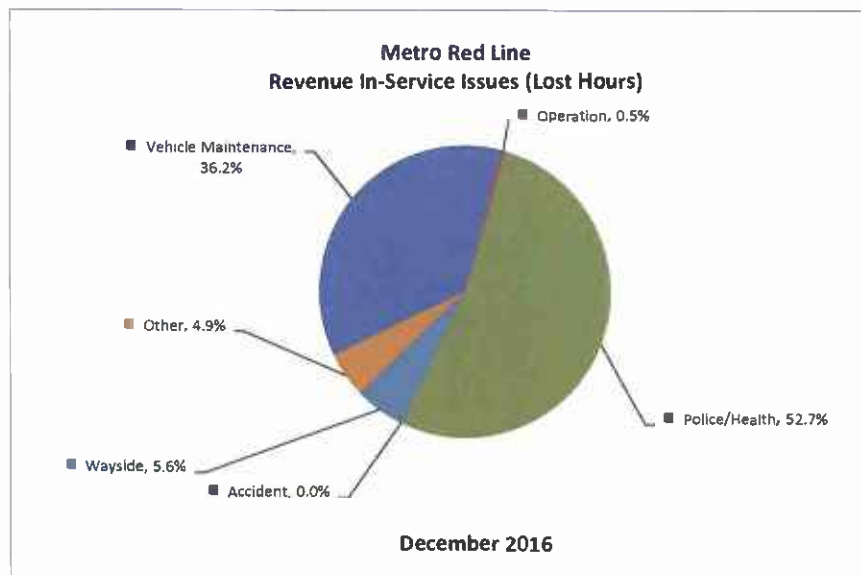
Out of a total of 26,758 hours operated, there were approximately 56 total hours of service delays.

December 2016 Service Hours *	Revenue	
	Hours	Per Cent
Revenue Hours without Delays	26,702	99.8%
Cancelled + Delayed Hours	56	0.2%
Total Revenue Hours	26,758	100.0%

Summary of the major contributors:	Count	Hours	Per Cent
Operations	3	0.3	0.5%
Accidents	0	0.0	0.0%
Vehicle Maintenance	9	20.4	36.2%
Wayside	3	3.2	5.6%
Police & Health	10	29.7	52.7%
Other	2	2.8	4.9%
Total	27	56.4	100.0%

* Data from M3 used to report Service Delays is under review for accuracy

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December 2016 Red Line major delay contributors were as follows:

Operations Incidents:

12/18/2016 4:55:00 PM - Incident# 2813853 (0 lost trips, 10 lost minutes)

T-012 reported Emergency intercom activation at Wilshire Vermont AR Platform.

12/23/2016 11:44:00 AM - Incident# 2815748 (0 lost trips, 6 lost minutes)

T-074 reports he needs to operate in ATO due to his eyes burning, head ache, does not feel safe to operate in MTO. T-074 states symptoms resulted from the strong odor of urine from an individual that has been urinating on trains through out the morning.

12/25/2016 5:14:00 PM - Incident# 2816198 (0 lost trips, 2 lost minutes)

Train 201 T-199 reports a patron jumped onto the AR Trackway, at Westlake Station.

Vehicle Maintenance Incidents:

12/1/2016 8:50:00 AM - Incident# 2806872 (0 lost trips, 9 lost minutes)

No Hollywood Station AR Track. Train-204 T-10 consist #522-527-530-521-512-511 with several door issues on car #512.

12/2/2016 6:13:00 PM - incident# 2807771 (1 lost trip, 155 lost minutes)

T-015 reported friction won't release on car 521.

T-015

Train 215

Cars: (521) 530 517 518 507 510

Union Station AL West

12/6/2016 4:32:00 PM - Incident# 2809294 (0 lost trips, 7 lost minutes)

Train 214 (521,530,513,514,515,516) T-328, Union Station, AL reports recurring emergency brake application. Operating car 565.

12/8/2016 12:35:00 AM - Incident# 2809842 (1 lost trip, 158 lost minutes)

Operator reports CB1 trip & low air pressure on cars 519/526.

Train 209

T-317

Cars 527 522 (519 526).

Wilshire Normandie BR west.

12/8/2016 5:20:00 AM - Incident# 2809869 (4 lost trips, 610 lost minutes)

Low Air Pressure with emergency brakes and parking brakes applied

Train 211

T-012

Cars 543-544-545-546-(539)-540

AL Between Universal City and Hollywood Highland CP 43

12/8/2016 10:25:00 AM - Incident# 2810124 (0 lost trips, 4 lost minutes)

Train 208 (507,510,521,530) T-278, North Hollywood Station, AR, reports emergency brake application.

12/12/2016 10:35:00 AM - Incident# 2811307 (1 lost trip, 159 lost minutes)

Car 550 Emergency Brake Application, unable to reset

Train 209

T-328

Consist 581-582-549-550

12/25/2016 6:25:00 AM - Incident# 2816121 (1 lost trip, 116 lost minutes)

Emergency brakes self apply in the west interlocking while departing Union Station.

Train-208

T-312

Westbound Union

(511) 512 509 508

12/30/2016 11:36:00 PM - Incident# 2817984 (0 lost trips, 8 lost minutes)

Doors do not open on car 531,532,593,595(543)544.

Universal City Station

Train #214, T-199, AL, eastbound.

Wayside Incidents:

12/5/2016 10:07:00 AM - Incident# 2808598 (0 lost trips, 8 lost minutes)

Westlake/MacArthur AL Track, Train-201 T-15 575-576-580-579 requesting authorization to invest smoke in tunnel just east of station location.

12/11/2016 10:39:00 PM - Incident# 2811087 (1 lost trip, 174 lost minutes)

Breakers D03 Vermont Beverly and D08 Wilshire Vermont not able to close.

12/29/2016 2:02:00 PM - Incident# 2817487 (0 lost trips, 8 lost minutes)

TRACS indicated Union Station West interlocking switch 1A, 1B out of correspondence.

Police & Health Incidents:

12/3/2016 2:20:00 PM - Incident# 2808006 (2 lost trips, 232 lost minutes)

Man with a gun on Train 208 car 587 at North Hollywood.

12/5/2016 2:57:00 AM - Incident# 2808641 (0 lost trips, 5 lost minutes)

Report of male black adult, half naked causing disturbance.

12/8/2016 5:38:00 PM - Incident# 2810248 (0 lost trips, 4 lost minutes)

Union Station female patron requesting medical assistance on board Train # 214 A/L Platform.

12/10/2016 4:36:00 AM - Incident# 2810745 (0 lost trips, 14 lost minutes)

Altercation on Train 202

T-278

Cars 537-538-547-(548)

Hollywood Highland AR West

12/15/2016 8:08:00 AM - Incident# 2812653 (0 lost trips, 10 lost minutes)

Altercation between two females

Train 210

T-127

Cars (533)-534-573-574-535-536

Pershing Square AR West

12/19/2016 10:05:00 AM - Incident# 2814138 (10 lost trips, 1,484 lost minutes)

Reports trespasser on the AR track walking towards Civic Center.

12/25/2016 11:16:00 AM - Incident# 2816155 (0 lost trips, 10 lost minutes)

LASD and LAPD requested trains 205 and 208 to hold at Vermont/Santa Monica, due to suspects currently at platform level.

12/26/2016 3:11:00 PM - Incident# 2816345 (0 lost trips, 2 lost minutes)

Train 207 car 578 an individual is laying unresponsive on the floor.

12/31/2016 5:04:00 AM - Incident# 2818000 (0 lost trips, 10 lost minutes)

Train 204 T-276 reports a trespasser on the Vermont/Santa Monica interlocking.

12/31/2016 5:15:00 PM - Incident# 2818142 (0 lost trips, 12 lost minutes)

Patron reports being assaulted, medical assistance requested.

Westlake Station

Other Incidents:

12/6/2016 8:57:00 AM - Incident# 2809018 (0 lost trips, 11 lost minutes)

Train 203 reports smoke in the east interlocking at Westlake Station.

T-80

517 518 507 508

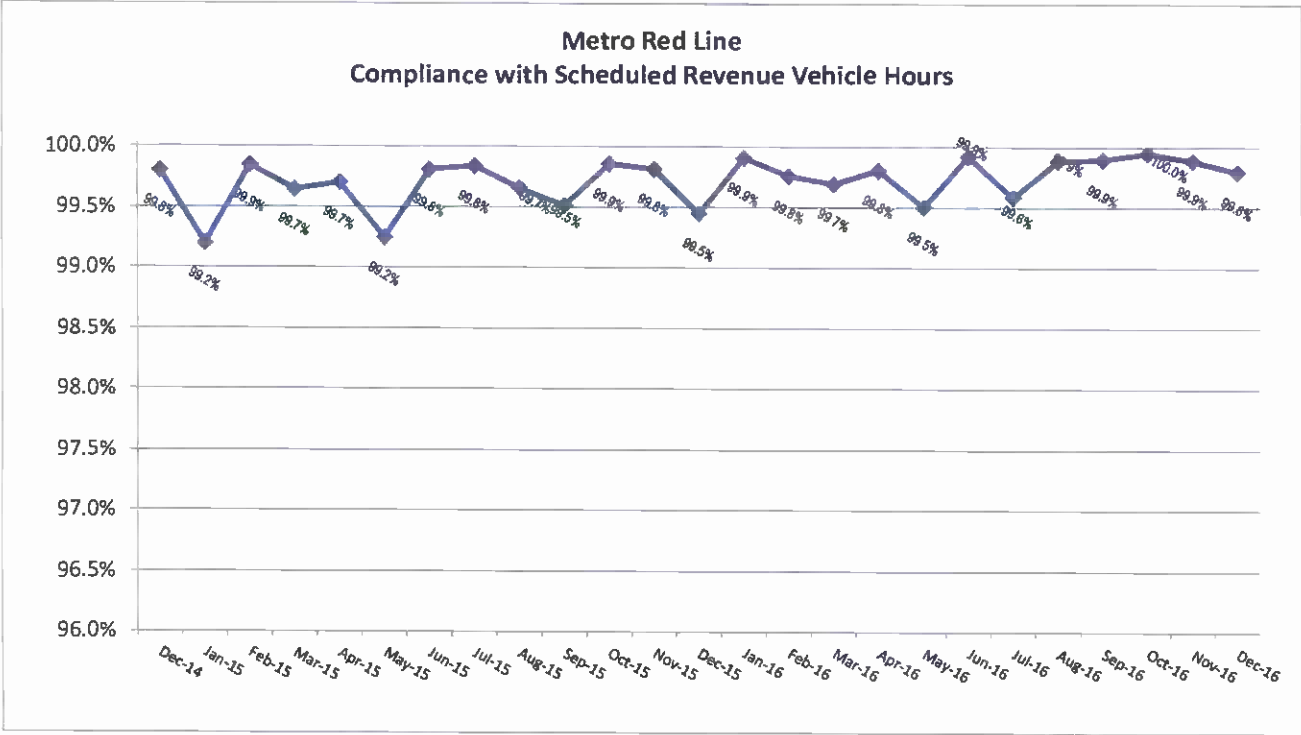
Westlake Station AL Eastbound

12/16/2016 3:50:00 AM - Incident# 2813057 (1 lost trip, 156 lost minutes)

Loss of SCADA due to update.

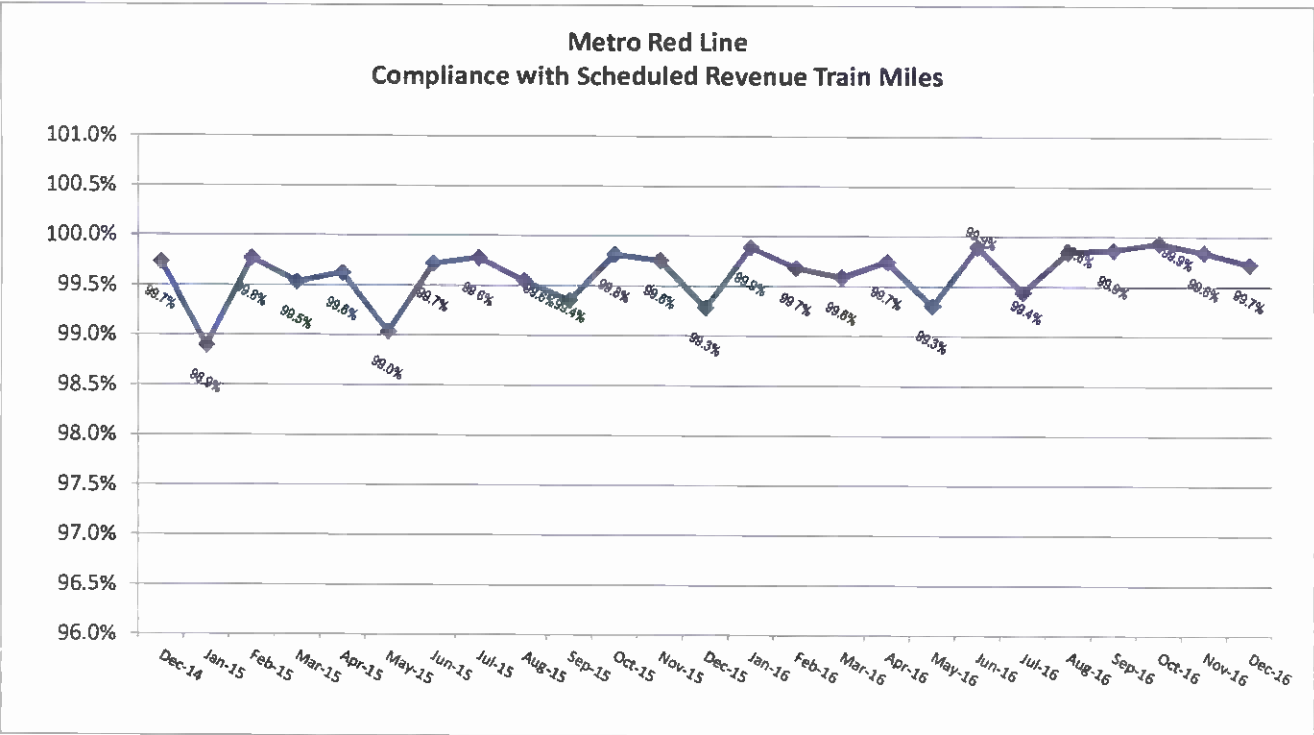
MEASURES OF THE OVERALL SERVICE IMPACT OF RAIL INCIDENTS

COMPLIANCE WITH SCHEDULED VEHICLE HOURS CHART

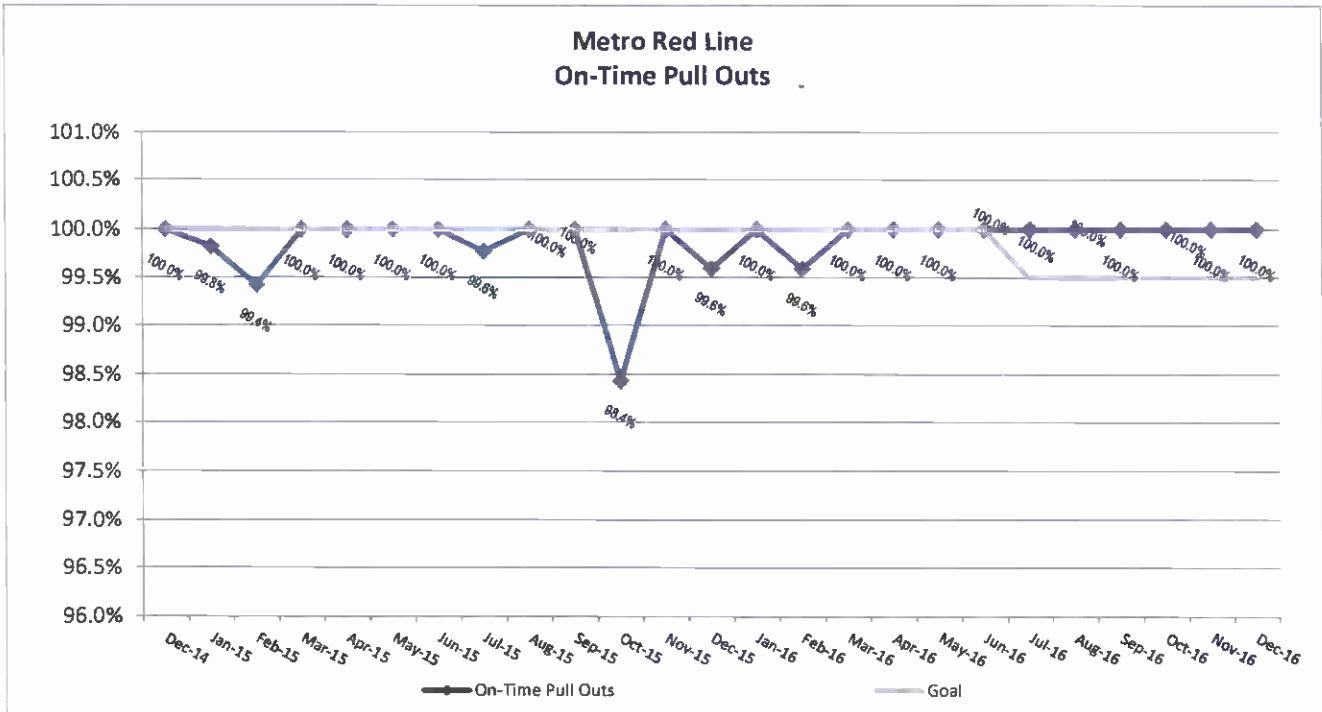


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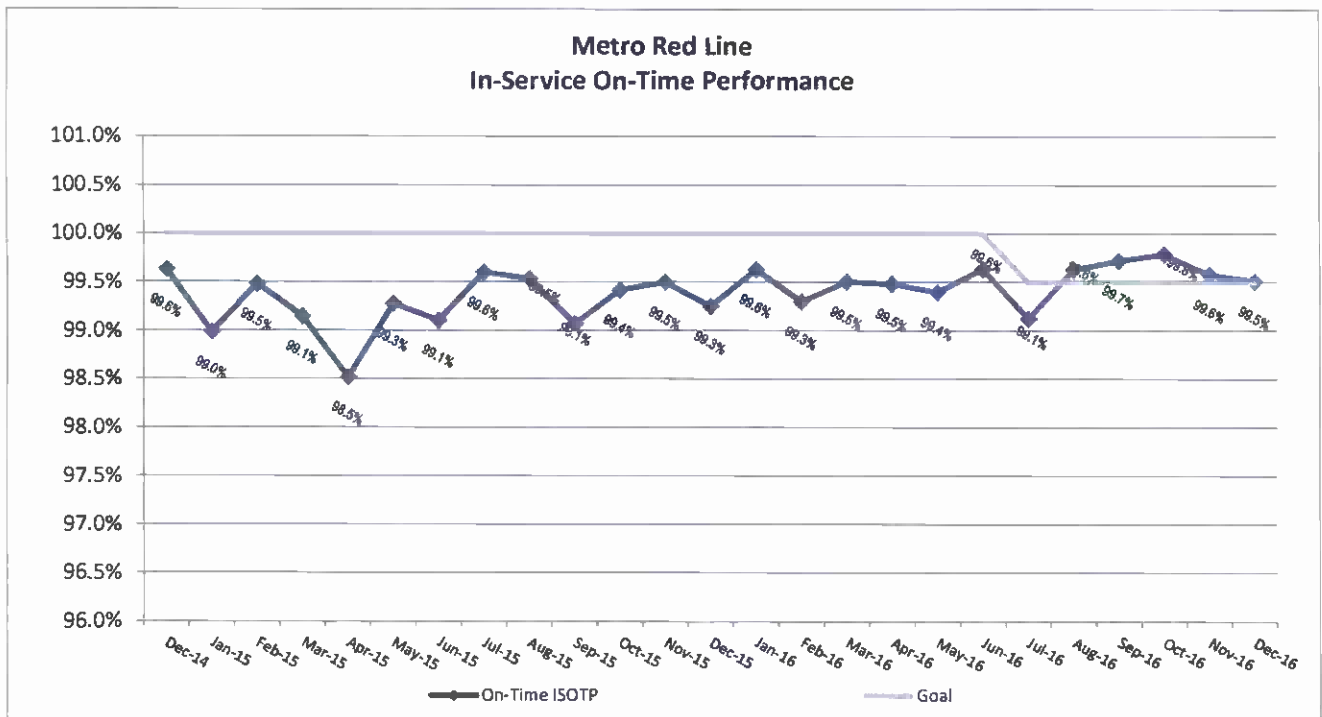
COMPLIANCE WITH SCHEDULED TRAIN MILES CHART



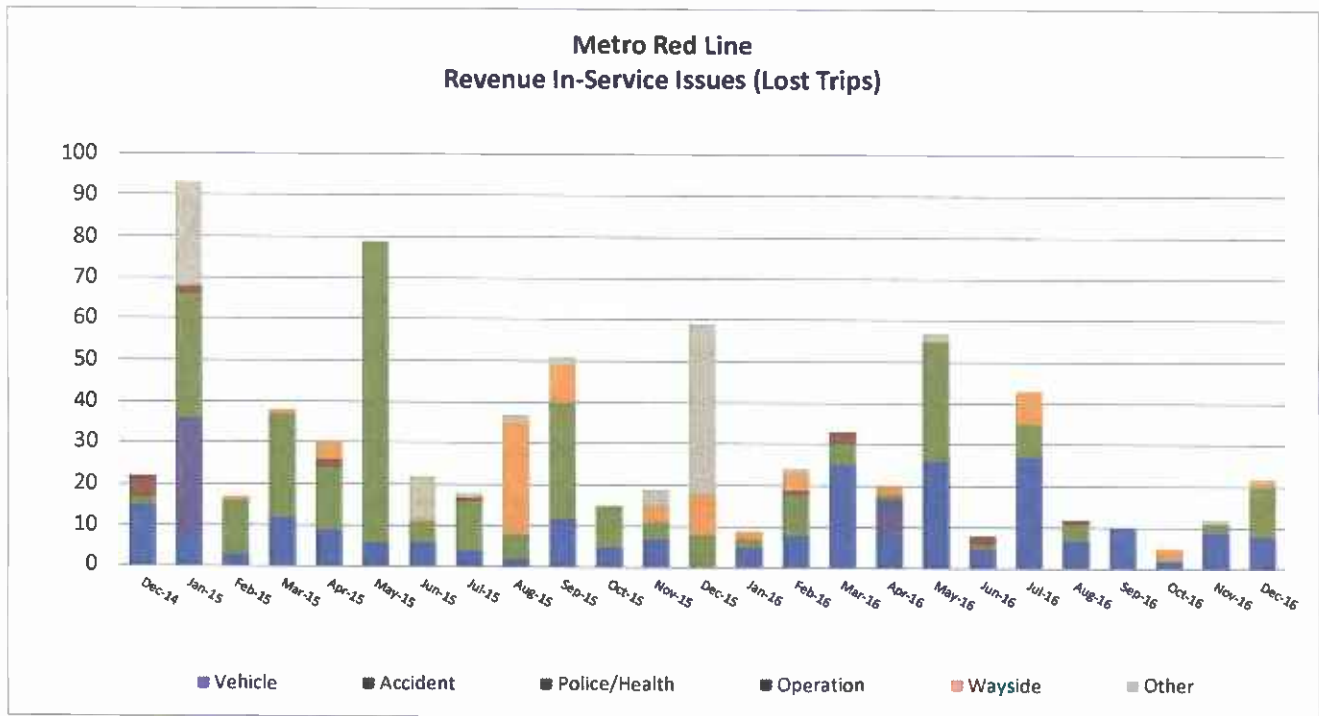
ON-TIME PULL OUTS CHART



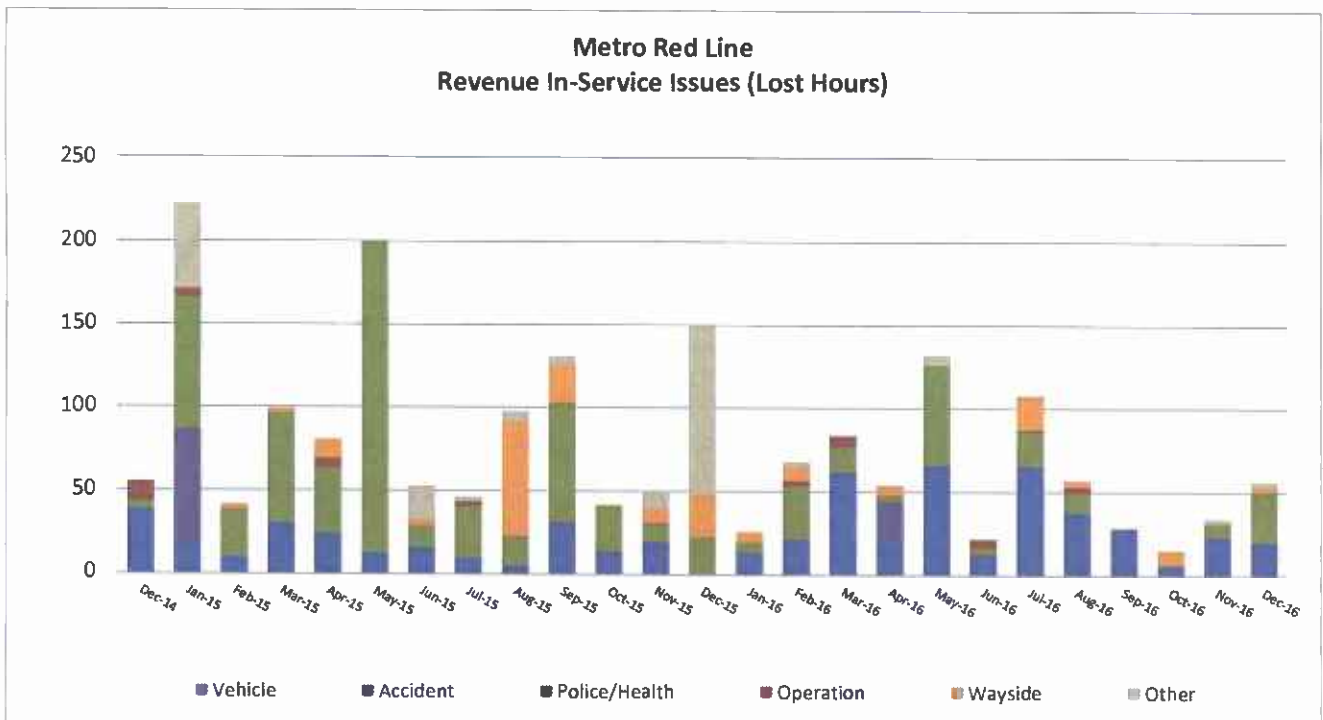
IN-SERVICE ON-TIME PERFORMANCE CHART



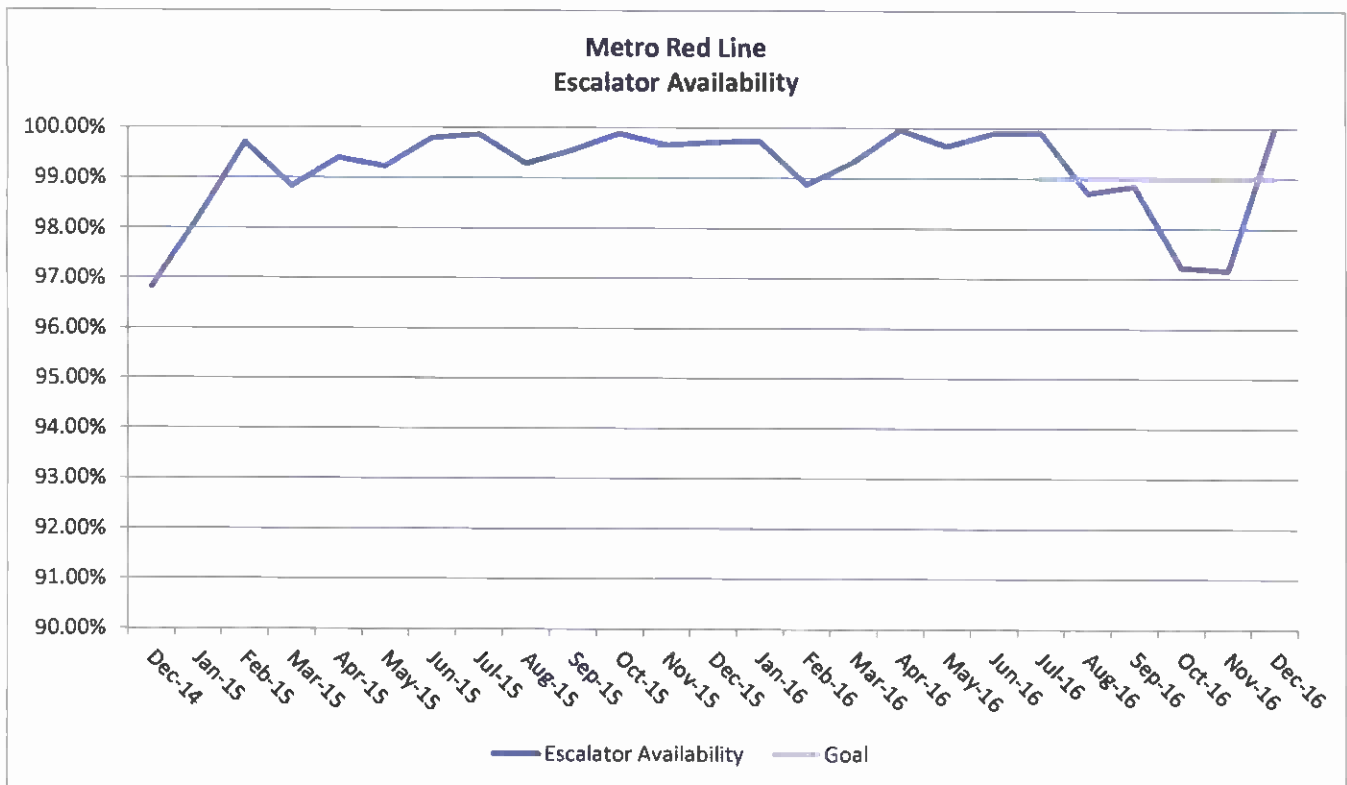
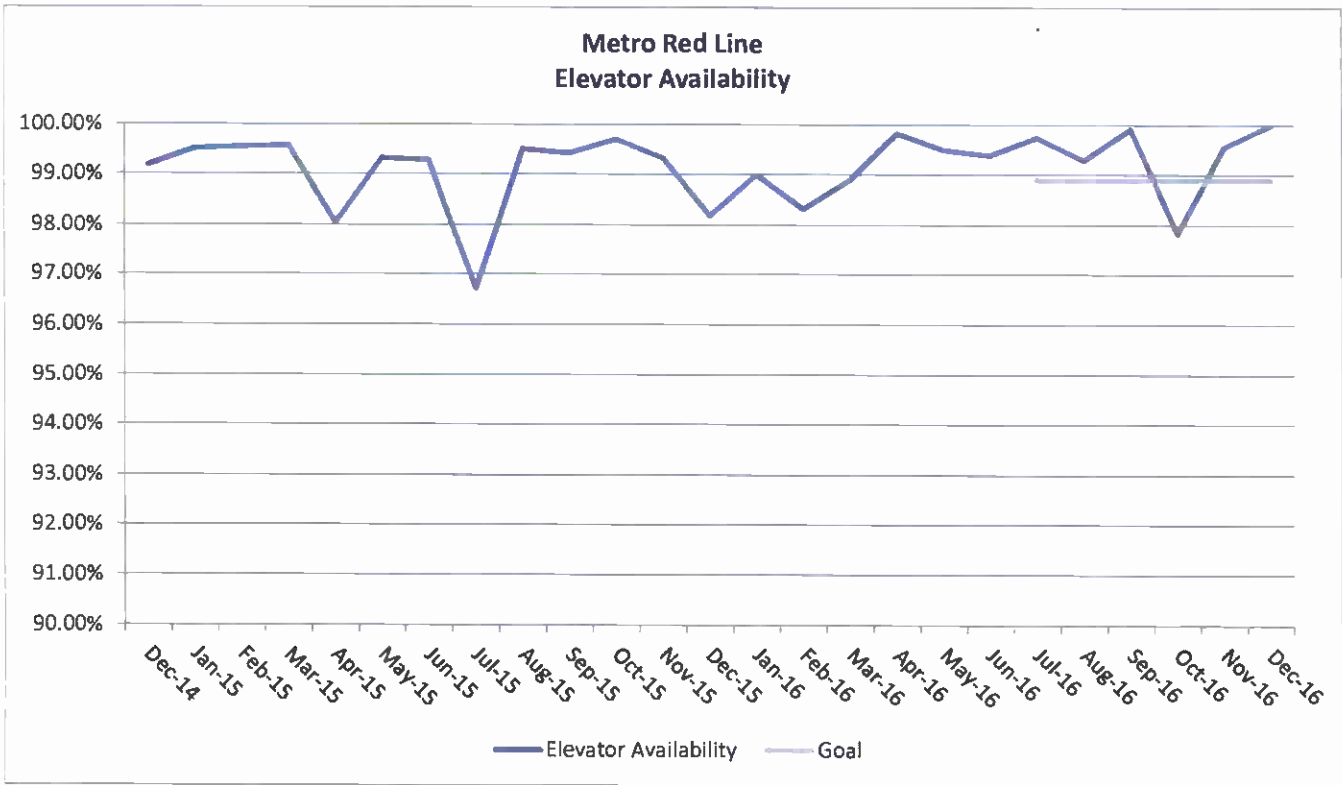
LOST TRIPS



LOST TRIPS



VERTICAL TRANSPORTATION AVAILABILITY



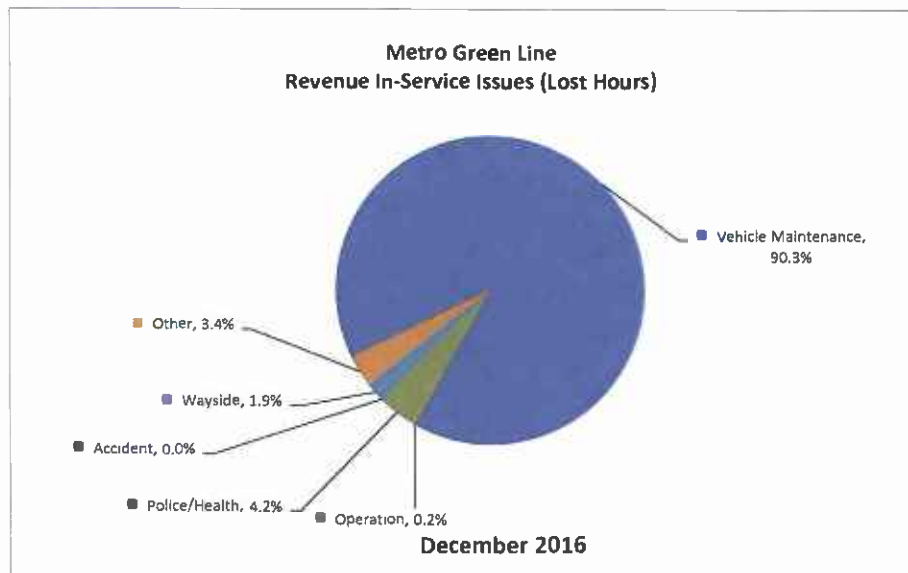
GREEN LINE

Out of a total of 8,170 hours operated, there were approximately 38 total hours of service delays.

December 2016 Service Hours *	Revenue	
	Hours	Per Cent
Revenue Hours without Delays	8,133	99.5%
Cancelled + Delayed Hours	38	0.5%
Total Revenue Hours	8,170	100.0%

Summary of the major contributors:	Count	Hours	Per Cent
Operations	1	0.1	0.2%
Accidents	0	0.0	0.0%
Vehicle Maintenance	33	34.0	90.3%
Wayside	2	0.7	1.9%
Police & Health	3	1.6	4.2%
Other	3	1.3	3.4%
Total	42	37.7	100.0%

* Data from M3 used to report Service Delays is under review for accuracy



December 2016 Green Line major delay contributors were as follows:

Operations Incidents:

12/20/2016 4:39:00 PM - Incident# 2814725 (0 lost trips, 5 lost minutes)

Train Delay, 5 minutes
Train #343
T-255
Norwalk Station, Track #001, Westbound

Vehicle Maintenance Incidents:

12/1/2016 6:27:00 AM - Incident# 2806789 (1 lost trip, 68 lost minutes)

Propulsion Fault / Speed Restriction / ATP Fail
(204)-215
Train 244
T-20
Douglas, eastbound

12/1/2016 1:36:00 PM - Incident# 2807035 (1 lost trip, 68 lost minutes)

ATP Failure
Car 214
Train 334
Mile Marker 8.9
Eastbound.

12/1/2016 6:16:00 PM - Incident# 2807148 (1 lost trip, 75 lost minutes)

ATP Failure/door will not open
Car 228
Train 352
Lakewood Station
Westbound

12/3/2016 4:31:00 AM - Incident# 2807848 (0 lost trips, 10 lost minutes)

Propulsion faults. Speed restriction.
Train 333
Track 2, E/B
T-458
Marine Station
ATO & MTO modes
(213A)-204

12/4/2016 10:25:00 AM - Incident# 2808197 (0 lost trips, 5 lost minutes)

Propulsion fault on 205.
Train 333
T-260
(205)-225
EB, Douglas Station, Track 2

12/5/2016 7:40:00 AM - Incident# 2808496 (1 lost trip, 79 lost minutes)

Friction Brakes
(226)-220
Train 332
T-112
Mariposa, Westbound, Track 1

12/5/2016 2:54:00 PM - Incident# 2808711 (0 lost trips, 12 lost minutes)

Friction Brake Fault- No Movement 214B

Train 331

T-458

(214B)-225

Avalon, Track 2, East

12/5/2016 6:53:00 PM - Incident# 2808785 (2 lost trips, 131 lost minutes)

Friction brake fault on car (208)-204

Train 331

Track 2

Eastbound

Just west of crenshaw IL

ATO MODE

12/6/2016 4:47:00 AM - Incident# 2808870 (0 lost trips, 9 lost minutes)

Auto Train Protection (Speed Limit), 225- (217)

Train #344

T-274

Yard Interface, Track #002, Eastbound

12/6/2016 1:07:00 PM - Incident# 2809159 (0 lost trips, 15 lost minutes)

Friction Brake fault on car 214

T-458, train 333

(214)-208

Marine, track 2, east

12/6/2016 3:23:00 PM - Incident# 2809241 (0 lost trips, 7 lost minutes)

Car 207 overshot platform in ATO

T-177, train 352

(207)-243

Lakewood, track 1, west

12/7/2016 1:54:00 PM - Incident# 2809675 (2 lost trips, 147 lost minutes)

Propulsion fault

Train 335

Car 219

Westbound

Wilmington Pocket

12/7/2016 7:18:00 PM - Incident# 2809792 (2 lost trips, 132 lost minutes)

Friction brake fault

Train 351

Car 226

Wilmington Station

Eastbound

12/8/2016 2:57:00 PM - Incident# 2810209 (0 lost trips, 7 lost minutes)

Propulsion / Dynamic Brakes, (220A)-225

Train #335

T-140

Aviation Station, Track #002, Eastbound

12/9/2016 7:15:00 AM - Incident# 2810442 (1 lost trip, 64 lost minutes)

Propulsion Fault / Speed Restriction / Pantograph Down

202-(222)

Train 346

T-141

Willowbrook, westbound

12/9/2016 2:14:00 PM - Incident# 2810638 (3 lost trips, 193 lost minutes)

Friction brakes no movement (214)-208
T-343
Train 333
Track 1
Westbound
West of El Segundo station
ATO MODE

12/12/2016 4:12:00 AM - Incident# 2811134 (0 lost trips, 5 lost minutes)

Propulsion Fault Speed Restriction
(221)-208
Train 338
T-210
Mariposa, eastbound

12/13/2016 6:45:00 AM - Incident# 2811696 (0 lost trips, 15 lost minutes)

Car 212B Re-occurring overspeed and loss of cab signals
Train 333
T-458 Mariposa Station track 1 Westbound
T-112 Avalon Station track 1 Westbound
Consist 212-222

12/14/2016 5:08:00 AM - Incident# 2812093 (1 lost trip, 76 lost minutes)

Report of flat wheels due to self applying friction brakes.
Train 337
T-141
Track 2, E/B
Hawthorne Station
ATO mode
(214A)-204

12/16/2016 3:23:00 PM - Incident# 2813415 (5 lost trips, 322 lost minutes)

CB1 trip on car (211)-210
T-458
Train 346
Track 2
Eastbound
El Segundo station
ATO MODE

12/16/2016 5:52:00 PM - Incident# 2813482 (1 lost trip, 64 lost minutes)

Propulsion Fault unable to clear on Train 343
(228)-218
T-220
Lakewood Station West Bound Track #1.

12/18/2016 12:30:00 PM - Incident# 2813809 (0 lost trips, 8 lost minutes)

Car 204B prop fault speed restriction
T-257
Train-334
Consist(204B)220
Wilmington Station, Track#1, Eastbound

12/19/2016 4:18:00 AM - Incident# 2813930 (1 lost trip, 74 lost minutes)

Propulsion Fault
(203)-218
Train 333
T-202
Yard Interface, westbound

12/19/2016 3:03:00 PM - Incident# 2814290 (2 lost trips, 139 lost minutes)

Propulsion / Dynamic Brakes, cars #(210A)-213

Train #334

T-044

Avalon Station, Track #002, Eastbound.

12/19/2016 10:02:00 PM - Incident# 2814377 (1 lost trip, 66 lost minutes)

Operator reports overspeed on Car 212.

Car 212

Train 344

T-450

Douglas TRK 2, eastbound

12/23/2016 6:50:00 AM - Incident# 2815633 (1 lost trip, 70 lost minutes)

\Train 340 with T-257 reports Friction Brake faults at Wilmington west pocket on track 2 with no movement. Car 207B with 203

12/23/2016 9:52:00 AM - Incident# 2815710 (0 lost trips, 10 lost minutes)

Propulsion / Dynamic Brakes

(222)-205

T-57

Train 333

Aviation, Eastbound, Track 2

12/27/2016 6:20:00 AM - Incident# 2816476 (0 lost trips, 5 lost minutes)

Propulsion faults with speed restriction.

Train 340

Track 2, E/B

Marine Station

T-257

ATO & MTO modes

(222B)-226

12/28/2016 6:46:00 AM - Incident# 2816901 (0 lost trips, 8 lost minutes)

Train 334, LRV's (204A) and 22.

Avalon station westbound on track 1.

Prop Fault and only doing 30mph.

12/28/2016 10:03:00 AM - Incident# 2816974 (0 lost trips, 16 lost minutes)

Train 335, LRV's 217 and 205.

Westbound track 1 Long Beach Station.

Prop fault with speed restriction.

12/28/2016 3:09:00 PM - Incident# 2817092 (0 lost trips, 8 lost minutes)

Operator reports friction brake fault with no movement.

Cars 223, 214

Train 336

T-396

6.3 TRK 2, eastbound

12/28/2016 8:44:00 PM - Incident# 2817210 (1 lost trip, 72 lost minutes)

Operator reports that he has an overspeed on Car 226A.

Cars 222, 226

Train 342

T-496

Lakewood TRK 1, westbound

12/31/2016 6:42:00 PM - Incident# 2818146 (1 lost trip, 59 lost minutes)

Propulsion Fault on Train 351

Train 35

203-(219)

T-458

Lakewood Station Westbound Track #1.

Wayside Incidents:

12/21/2016 12:14:00 PM - Incident# 2815007 (0 lost trips, 24 lost minutes)
Track circuit 311 false occupancy.

12/29/2016 6:04:00 AM - Incident# 2817271 (0 lost trips, 20 lost minutes)
Track Circuit 23: Track #002, False Occupancy
SCADA/ARINC
Marine Interlocking.

Police & Health Incidents:

12/1/2016 10:07:00 AM - Incident# 2806898 (1 lost trip, 74 lost minutes)
Medical Emergency at Lakewood Station

12/3/2016 1:34:00 PM - Incident# 2807978 (0 lost trips, 6 lost minutes)
LASD reports Trespasser west of wilmington station

12/8/2016 2:09:00 PM - Incident# 2810177 (0 lost trips, 15 lost minutes)
Altercations aboard trains, cars (204)-218
Train #331
T-496
Harbor Station, Track #002, Eastbound.

Other Incidents:

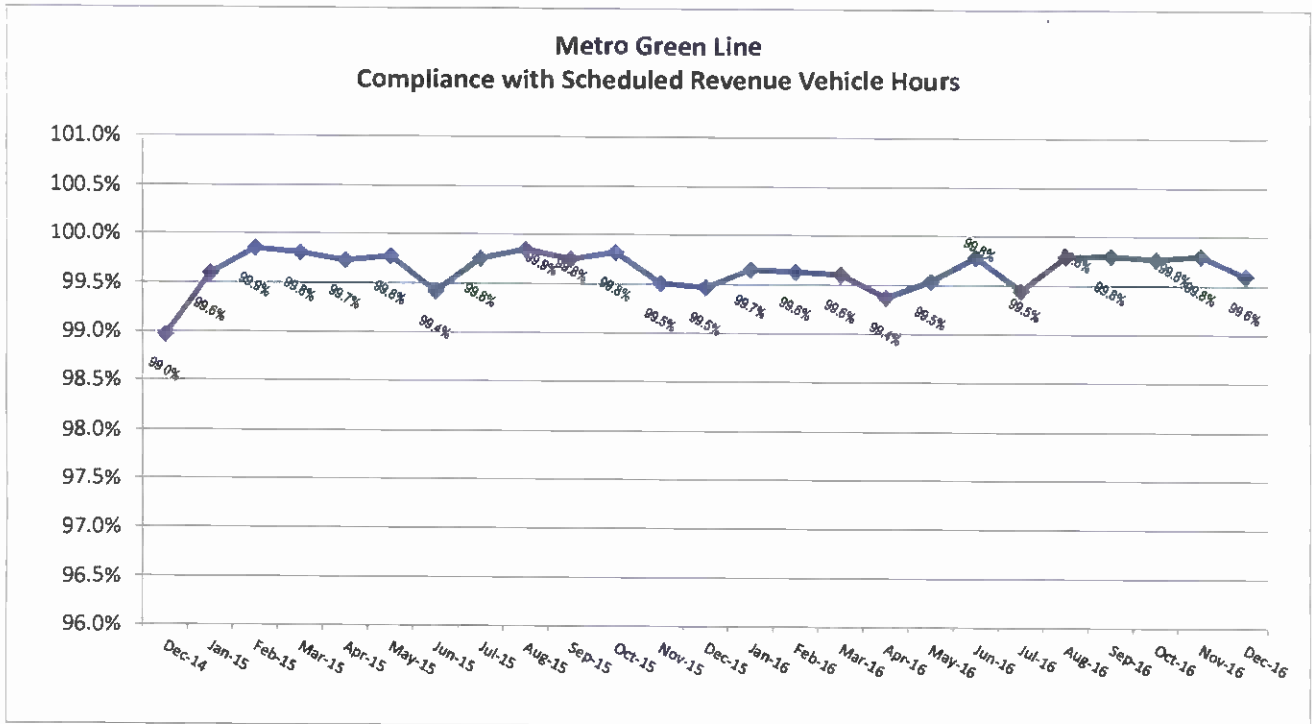
12/12/2016 6:29:00 AM - Incident# 2811168 (1 lost trip, 66 lost minutes)
Train 341 has been dispatched out late from Green Line Yard.

12/12/2016 4:13:00 PM - Incident# 2811494 (0 lost trips, 6 lost minutes)
Operator reports a large amount to fecess on Car 216.
Cars (216), 218
Train 332
T-409
Marine, TRK 2, westbound

12/19/2016 9:56:00 AM - Incident# 2814108 (0 lost trips, 4 lost minutes)
Emergency Exit: Emergency Access Gate
SCADA
Mariposa West

MEASURES OF THE OVERALL SERVICE IMPACT OF RAIL INCIDENTS

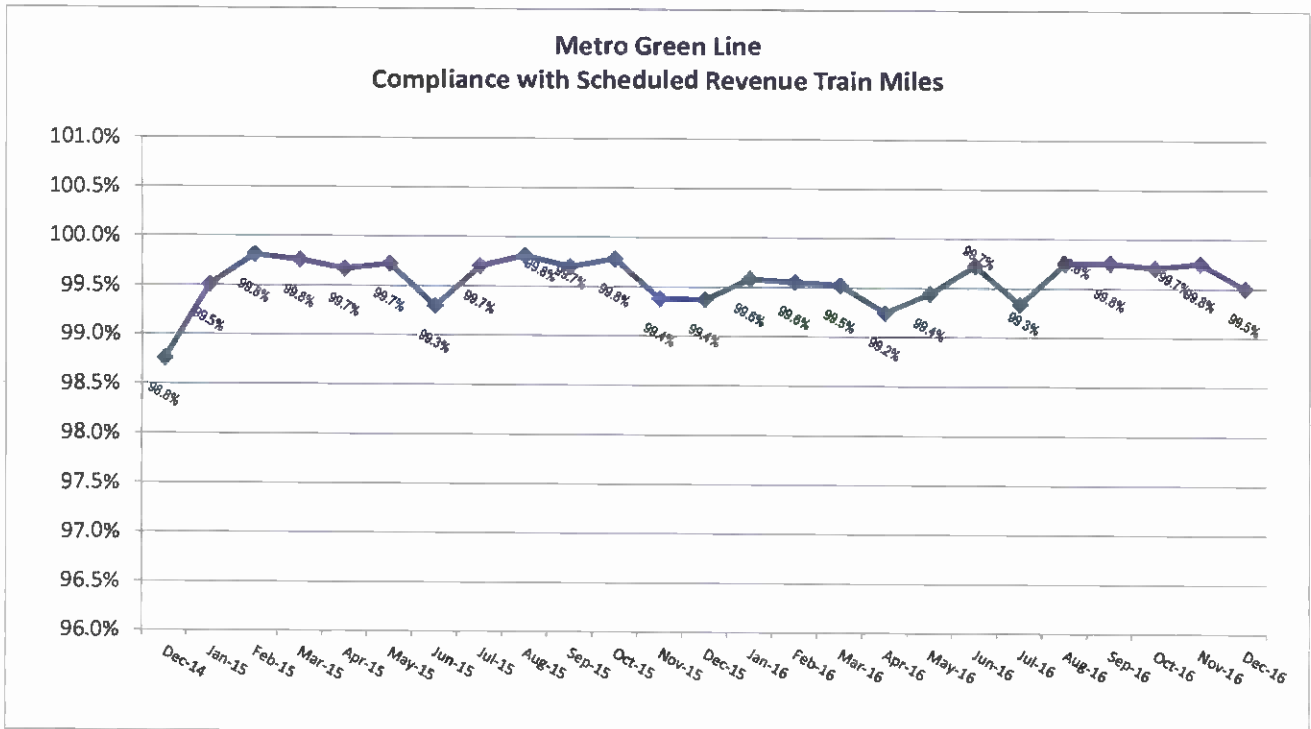
COMPLIANCE WITH SCHEDULED VEHICLE HOURS CHART



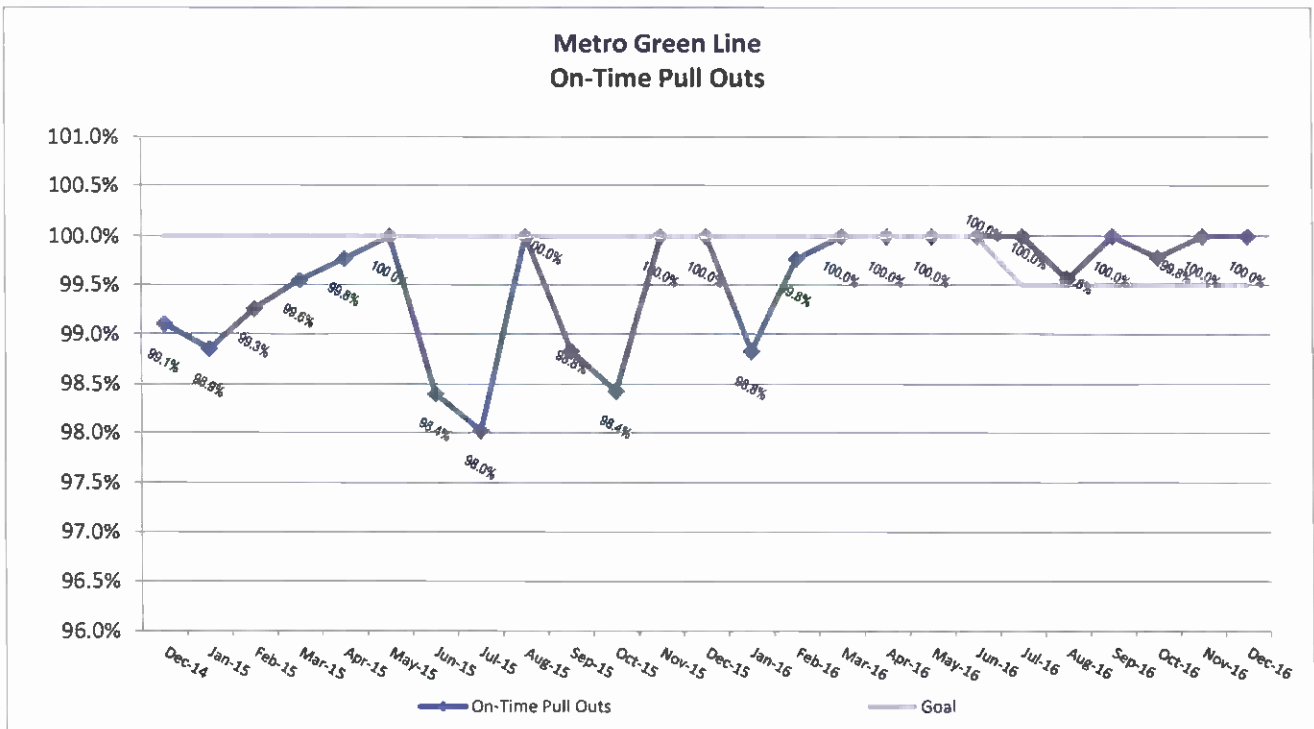
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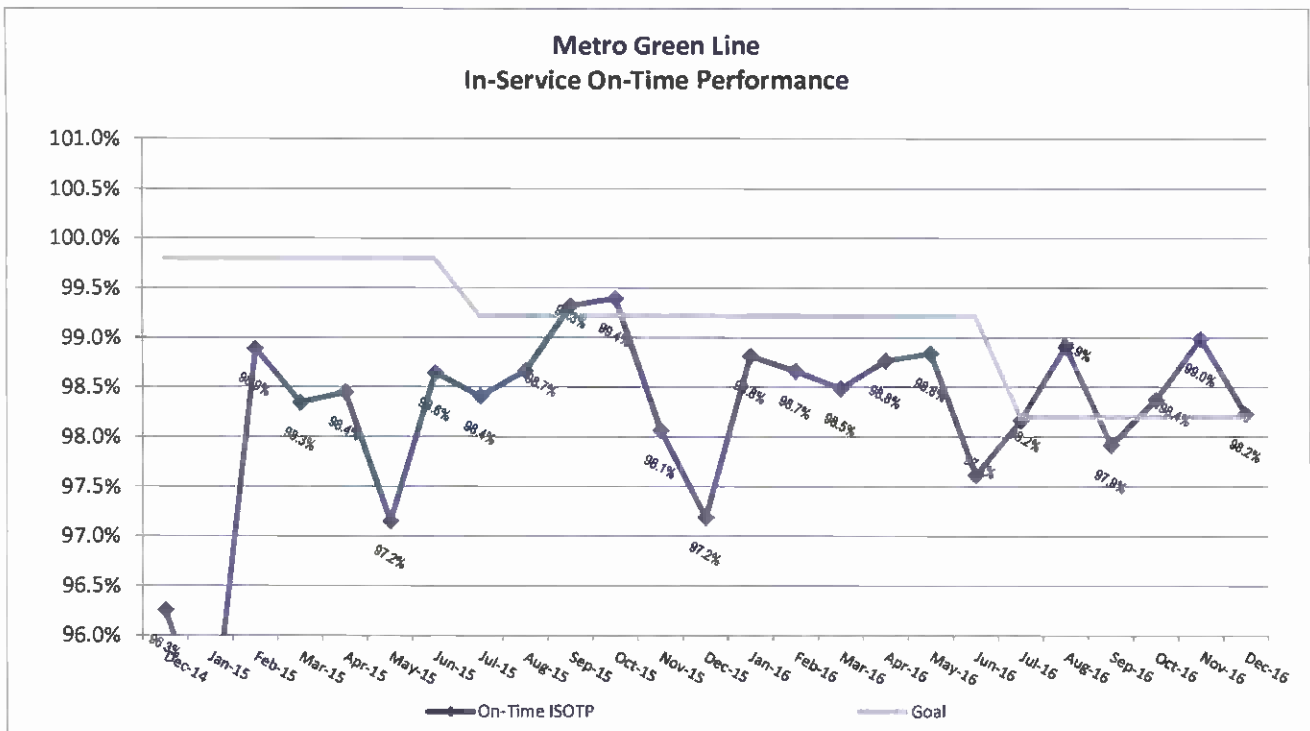
COMPLIANCE WITH SCHEDULED TRAIN MILES CHART



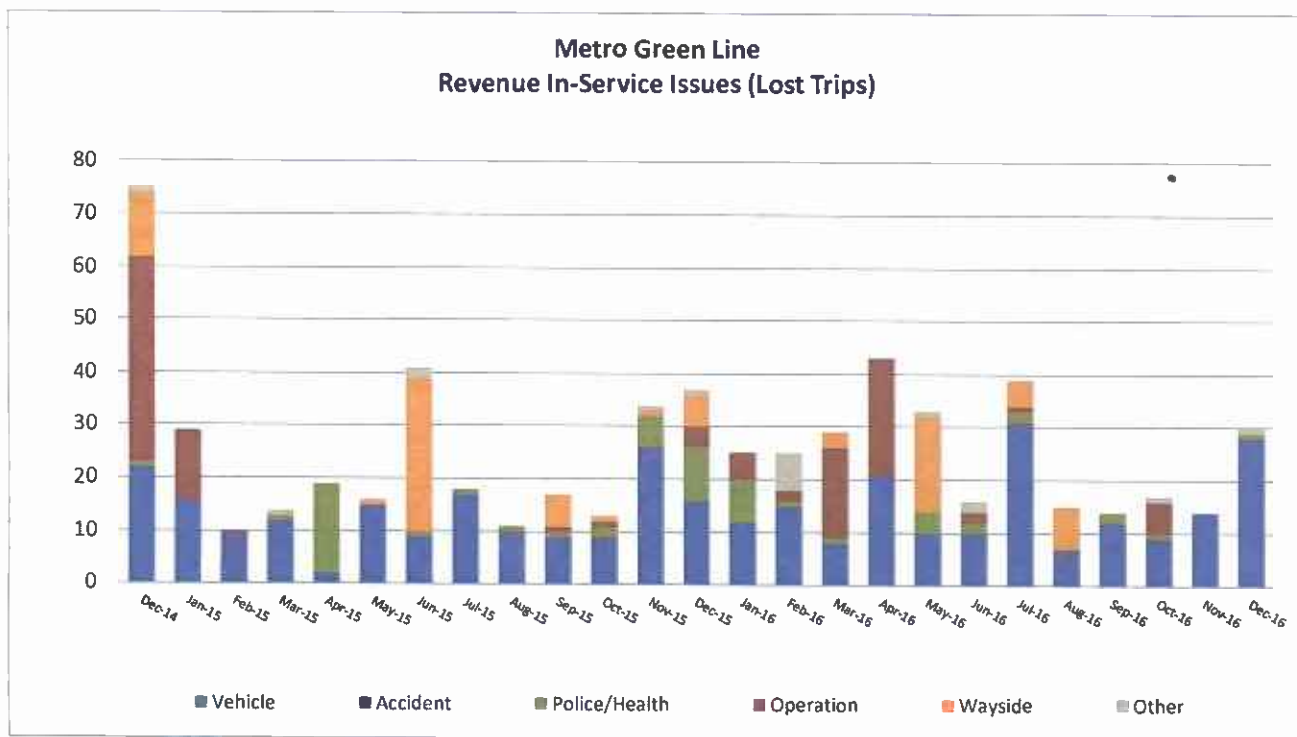
ON-TIME PULL OUTS CHART



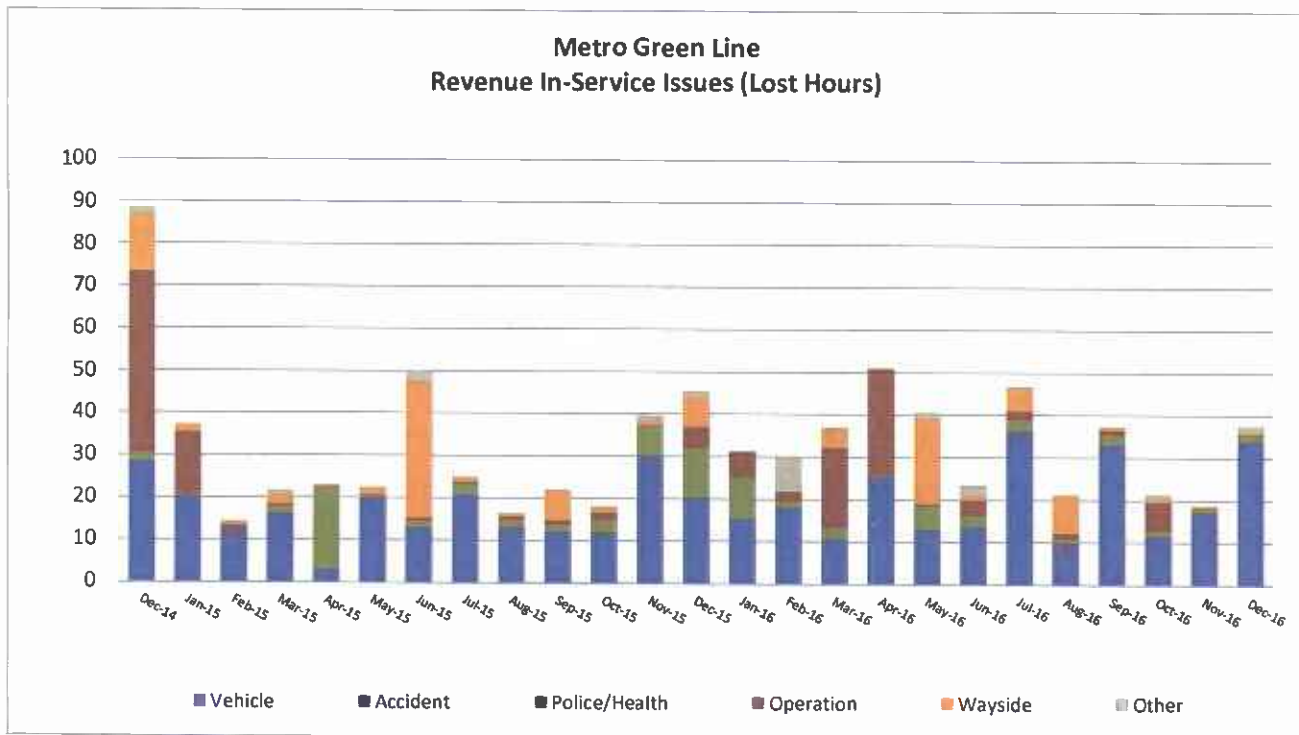
IN-SERVICE ON-TIME PERFORMANCE CHART



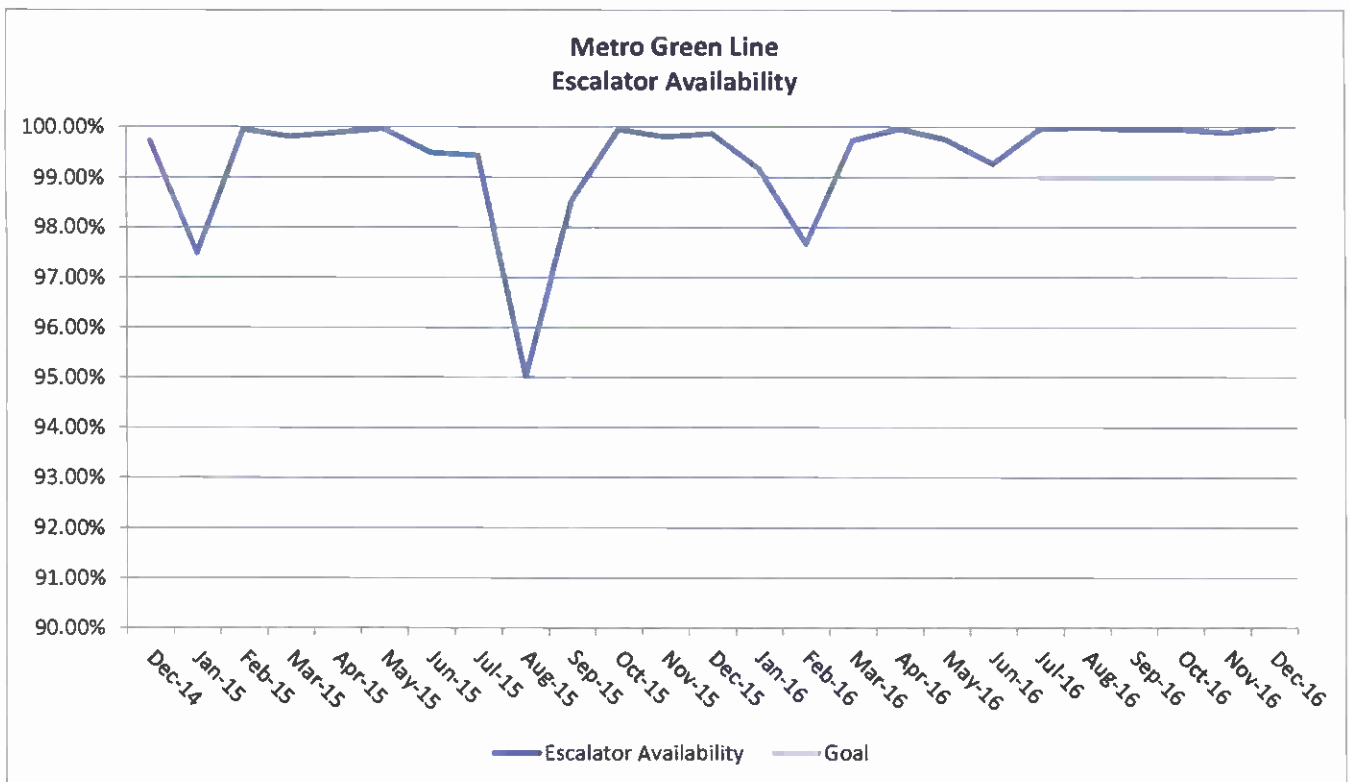
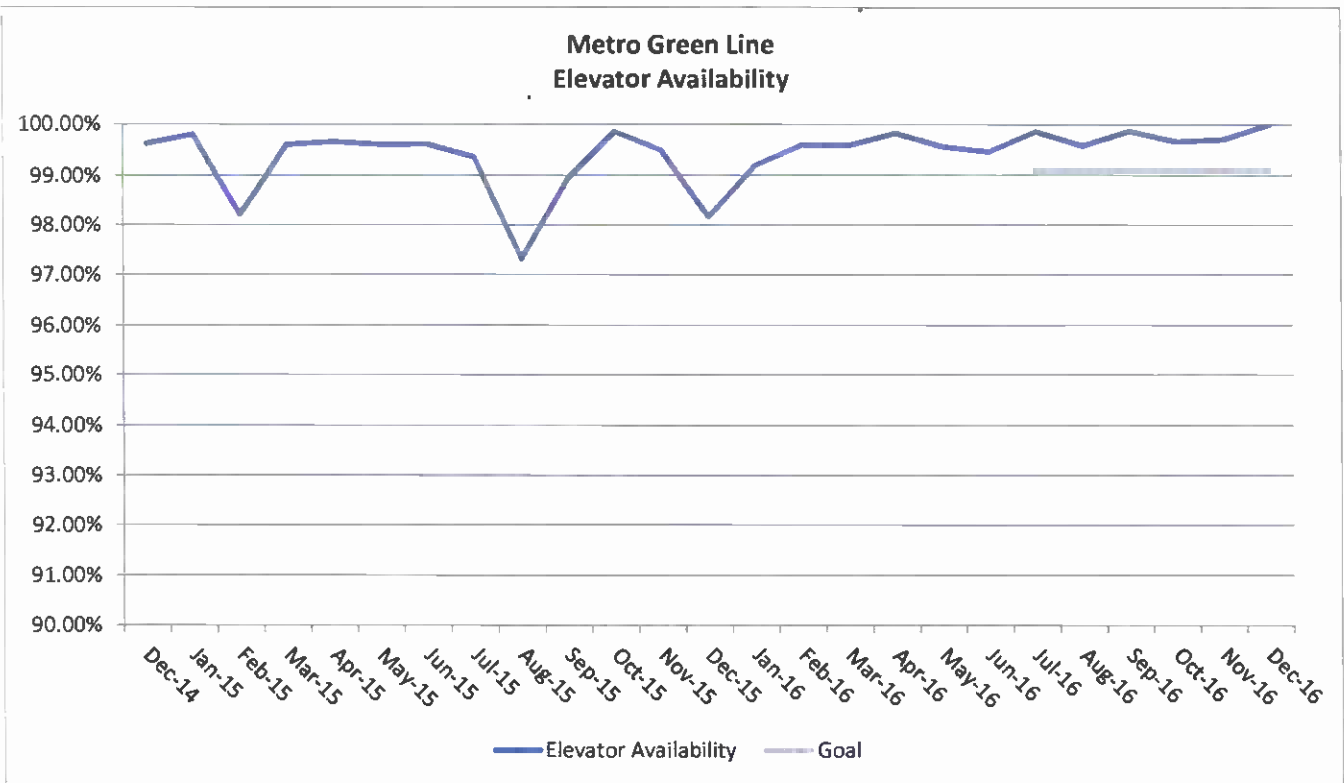
LOST TRIPS



LOST HOURS



VERTICAL TRANSPORTATION AVAILABILITY



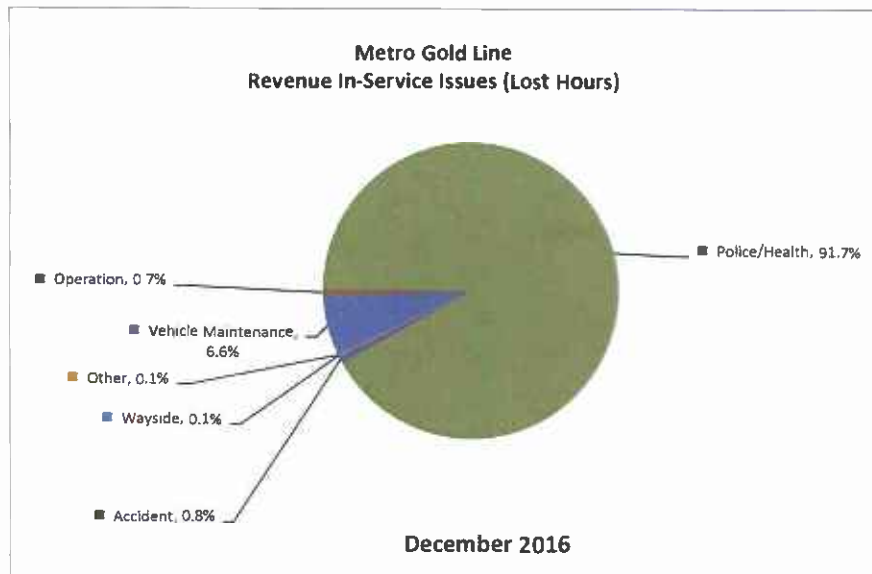
GOLD LINE

Out of a total of 19,666 hours operated, there were approximately 651 total hours of service delays.

December 2016 Service Hours *	Revenue	
	Hours	Per Cent
Revenue Hours without Delays	19,014	96.7%
Cancelled + Delayed Hours	651	3.3%
Total Revenue Hours	19,666	100.0%

Summary of the major contributors:	Count	Hours	Per Cent
Operations	5	4.6	0.7%
Accidents	1	5.2	0.8%
Vehicle Maintenance	27	43.1	6.6%
Wayside	4	0.7	0.1%
Police & Health	11	597.4	91.7%
Other	3	0.4	0.1%
Total	51	651.5	100.0%

* Data from M3 used to report Service Delays is under review for accuracy



December 2016 Gold Line major delay contributors were as follows:

Operations Incidents:

12/3/2016 12:46:00 AM - Incident# 2807825 (1 lost trip, 234 lost minutes)

Train 422 SB Trip Cancelled Citrus to Duarte

12/9/2016 12:11:00 PM - Incident# 2810571 (0 lost trips, 18 lost minutes)

Train Delay See M3#2,810,526, Scheduling problem

Train #452

T-151

South Pasadena Station, Southbound

12/16/2016 6:15:00 AM - Incident# 2813109 (0 lost trips, 10 lost minutes)

R-89 and R-93 will take over trains on the mainline as instruction trains from Azusa / Citrus to Union Station.

12/21/2016 10:34:00 AM - Incident# 2814974 (0 lost trips, 4 lost minutes)

Train Delay, radio communication announcement of the month being made

Train #454

T-452

Atlantic Station, Track #00, Northbound

12/27/2016 6:14:00 PM - Incident# 2816799 (0 lost trips, 10 lost minutes)

Train 402 Lost Headway SB From Azusa Citrus Station

Accidents:

12/29/2016 12:10:00 AM - Incident# 2817232 (1 lost trip, 314 lost minutes)

10-72 south of Arcadia Station approximately 200 feet

T-137

Train 439

Consist (736A)718

Arcadia Station, Track #1, Northbound

Vehicle Maintenance Incidents:

12/1/2016 4:59:00 AM - Incident# 2806771 (1 lost trip, 232 lost minutes)

(742)-746

HSCB Fault W/ Speed Restriction

Train 405

NB Irwindale

T-14

12/1/2016 5:18:00 AM - Incident# 2806774 (0 lost trips, 13 lost minutes)

(1012)-1010

Propulsion Fault/No Movement

Train 413

SB Indiana

T-19

12/2/2016 6:43:00 AM - Incident# 2807310 (0 lost trips, 10 lost minutes)

High Speed Fault / Propulsion Dynamic Brake Fault/Speed Rest.

717-(724)

T-156

Train 417

Atlantic Station, northbound

12/2/2016 8:04:00 AM - Incident# 2807349 (0 lost trips, 6 lost minutes)

Auto Train Protection (Speed Limit), Cars #(1009A)-1011

Train #404

T-018

Allen Interlocking, Track #002, Southbound.

12/3/2016 7:03:00 PM - Incident# 2808073 (0 lost trips, 12 lost minutes)
(1008)-1007
ATP Failure
Train 404
NB Little Tokyo
T-452

12/7/2016 12:01:00 PM - Incident# 2809638 (2 lost trips, 462 lost minutes)
Report of smoke on LRV 1007-1010
T-203
Train 413
LRV 1007-1010
Arcadia Station, Track 1, northbound.

12/7/2016 7:56:00 PM - Incident# 2809804 (0 lost trips, 20 lost minutes)
Pantograph Damage 741
Train 403
T-290
741-750
Tk 1 NB Monrovia Station

12/8/2016 11:36:00 AM - Incident# 2810115 (0 lost trips, 18 lost minutes)
Propulsion / Dynamic Brakes LRV 1012-1006
T-103
Train 403
LRV 1012-1006
Chinatown Station, Track 1, northbound.

12/9/2016 5:15:00 PM - Incident# 2810677 (0 lost trips, 13 lost minutes)
H5CB Trip, Cars #(716B)-724
Train #406
T-189
Fillmore Station, Track #002, Southbound.

12/10/2016 2:09:00 AM - Incident# 2810737 (0 lost trips, 7 lost minutes)
(1006)-1009
Propulsion/APS Fault
Train #434
SB Arcadia
T-290

12/13/2016 5:07:00 AM - Incident# 2811619 (0 lost trips, 12 lost minutes)
Train 416, Cars (1012), 1011, and 1008.
APU/Citrus Station, Track 2 south.
Unable to clear carwash mode (5mph).

12/13/2016 1:18:00 PM - Incident# 2811882 (0 lost trips, 5 lost minutes)
LVPS fault on car 1015
R-93, train 403
(1015)-1005
Atlantic Station, track 2, north

12/13/2016 6:00:00 PM - Incident# 2811956 (1 lost trip, 235 lost minutes)
CCTV received report from a passenger that a set of doors opened and closed in car 739B while train was in motion.

12/17/2016 4:28:00 PM - Incident# 2813679 (0 lost trips, 7 lost minutes)
Propulsion / Dynamic Brakes, cars #(719-737)
Train #410
T-452
Pasadena Monterey, Track #00, Southbound

12/19/2016 8:09:00 AM - Incident# 2814024 (0 lost trips, 4 lost minutes)

Train 411, Cars (713) and 717.
APU/Citrus station, platform 2 south.
HSCB and TCU trouble.

12/19/2016 9:21:00 PM - Incident# 2814380 (0 lost trips, 10 lost minutes)

Friction Brake fault on out of service train 425
Track 1 NB Filmore Station
T-189
731-749

12/19/2016 11:05:00 PM - Incident# 2814385 (0 lost trips, 12 lost minutes)

Major and Minor Propulsion fault 718
T-203
Track 2 SB APU Citrus Station
718-726-719

12/21/2016 10:11:00 AM - Incident# 2814969 (0 lost trips, 12 lost minutes)

Announcements, P.A not working, cars #1015-1007
Train#404
T-019
Downtown Azusa, Track #002, Southbound

12/21/2016 6:55:00 PM - Incident# 2815136 (1 lost trip, 244 lost minutes)

Prop Faults
Train 401
Cars (743B-736)
T-447
Southbound, track 2, Arcadia station

12/21/2016 8:31:00 PM - Incident# 2815145 (1 lost trip, 244 lost minutes)

Prop Faults
Train 454
Cars (706-707)
T-137
Southbound, track 2, Arcadia station

12/23/2016 4:35:00 AM - Incident# 2815584 (0 lost trips, 25 lost minutes)

No Fault - No Movement
(1006)-1005
T-103
Train 455
485, Southbound, Track 2

12/26/2016 7:33:00 AM - Incident# 2816262 (0 lost trips, 7 lost minutes)

Train 407, LRV's 1010 and 1015.
APU/Citrus station, platform 1 south.
Low air pressure in both cars.

12/27/2016 5:58:00 AM - Incident# 2816455 (1 lost trip, 234 lost minutes)

No Head lights
750-(726B)
Train 420
T-280
Downtown Azusa, southbound

12/27/2016 5:36:00 PM - Incident# 2816787 (0 lost trips, 6 lost minutes)
Train 431 (731,724) T-207, Allen Station, track 2 has recurring propulsion fault in car 731.

12/27/2016 6:43:00 PM - Incident# 2816801 (0 lost trips, 12 lost minutes)
(1013)-1008-1011
Propulsion Fault/Speed Restriction
Train 440
SB Duarte
T-207/433

12/28/2016 5:45:00 AM - Incident# 2816882 (2 lost trips, 488 lost minutes)
ATP Fail / No Movement
1011-(1008)
Train 403
T-159
Sierra Madre signal 8s, southbound

12/28/2016 4:22:00 PM - Incident# 2817124 (1 lost trip, 234 lost minutes)
Train 405 (713,731) T-499 departing APU through Irwindale Station reports recurring ATP fault indications with no movement which do clear with trouble shooting.

Wayside Incidents:

12/13/2016 8:35:00 AM - Incident# 2811716 (0 lost trips, 5 lost minutes)
Loss Of Cab Signaling/Directionals at Fillmore Station, track 2

12/17/2016 7:15:00 AM - Incident# 2813559 (0 lost trips, 9 lost minutes)
MT-146 and MT-11 will perform debris removal from Pasadena Monterey grade-crossing to Arroyo Seco on track 1.

12/18/2016 4:45:00 AM - Incident# 2813732 (0 lost trips, 9 lost minutes)
ARINC SUMMARY ALARMS indicates crossing gates are held down at Fremont, Hope, Mission, El Centro, Orange Grove and Indiana grade crossings due to track circuit overlay alarms.

12/27/2016 11:20:00 PM - Incident# 2816868 (0 lost trips, 16 lost minutes)
MS-152 and MS-12 will replace the switch machine at Sierra Madre IL switch 3b.

Police & Health Incidents:

12/1/2016 7:37:00 AM - Incident# 2806846 (0 lost trips, 5 lost minutes)
Passenger Problem verbal altercation onboard LRV 737B.

12/3/2016 1:24:00 PM - Incident# 2807975 (0 lost trips, 12 lost minutes)
Alleged male with gun.

12/3/2016 3:22:00 PM - Incident# 2808007 (1 lost trip, 224 lost minutes)
Car 721A sick.
T-180
Train 412
Cars 750-(721B)
Citrus Station, Track 2, southbound.

12/7/2016 8:20:00 AM - Incident# 2809542 (21 lost trips, 4,873 lost minutes)
Individual left a brief case wrapped with a T-shirt on the north end of Lake Station.

12/8/2016 12:39:00 PM - Incident# 2810141 (0 lost trips, 12 lost minutes)
Verbal sexual harassment on board Train 401 LRV 728 at Atlantic Station.

12/12/2016 4:33:00 PM - Incident# 2811507 (0 lost trips, 23 lost minutes)
Operator notified control of an individual making threats against passengers.
Heritage Square station
train 425
T-134
NB Tk 1
721-719

12/14/2016 8:30:00 PM - Incident# 2812479 (0 lost trips, 13 lost minutes)

Trains held clear of Chinatown while LASD apprehends someone.

12/18/2016 7:09:00 PM - Incident# 2813868 (0 lost trips, 4 lost minutes)

Individual Was Vomiting and Requested Medical Assistance

12/22/2016 4:50:00 AM - Incident# 2815217 (129 lost trips, 30,201 lost minutes)

OCS damaged. Esatbound lanes on 210 freeway. East of San Gabriel Blvd. Tractor trailer vehicle drifted into the ROW causing damage to the concrete barrier and OCS poles. Mile post 12.9.

12/22/2016 3:23:00 PM - Incident# 2815460 (2 lost trips, 468 lost minutes)

Blockade, Cars #(707-705)

Train #453

T-207

Rowan Street, Track #002, Northbound.

12/22/2016 6:43:00 PM - Incident# 2815541 (0 lost trips, 10 lost minutes)

Individual Was Reported to be Bleeding on Car 718

Other Incidents:

12/10/2016 5:10:00 PM - Incident# 2810885 (0 lost trips, 8 lost minutes)

Dity car (739), 742

Train 410

T-189

Sierra Madre Station

Northbound

12/15/2016 9:08:00 AM - Incident# 2812686 (0 lost trips, 5 lost minutes)

Dirty car 720-713

T-440

Train 402

LRV 720-713

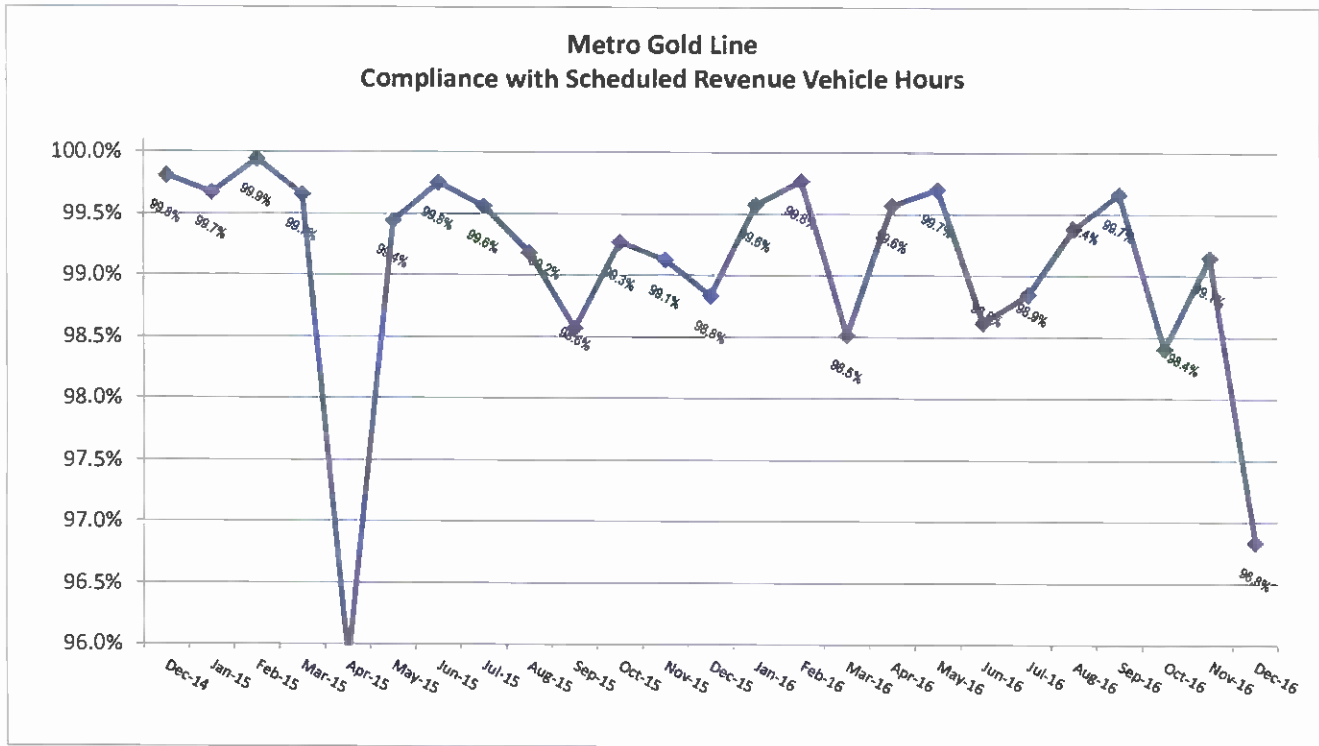
Duarte Station, Track 2, southbound.

12/19/2016 7:44:00 AM - Incident# 2814014 (0 lost trips, 13 lost minutes)

Train 405 reports medical emergency.

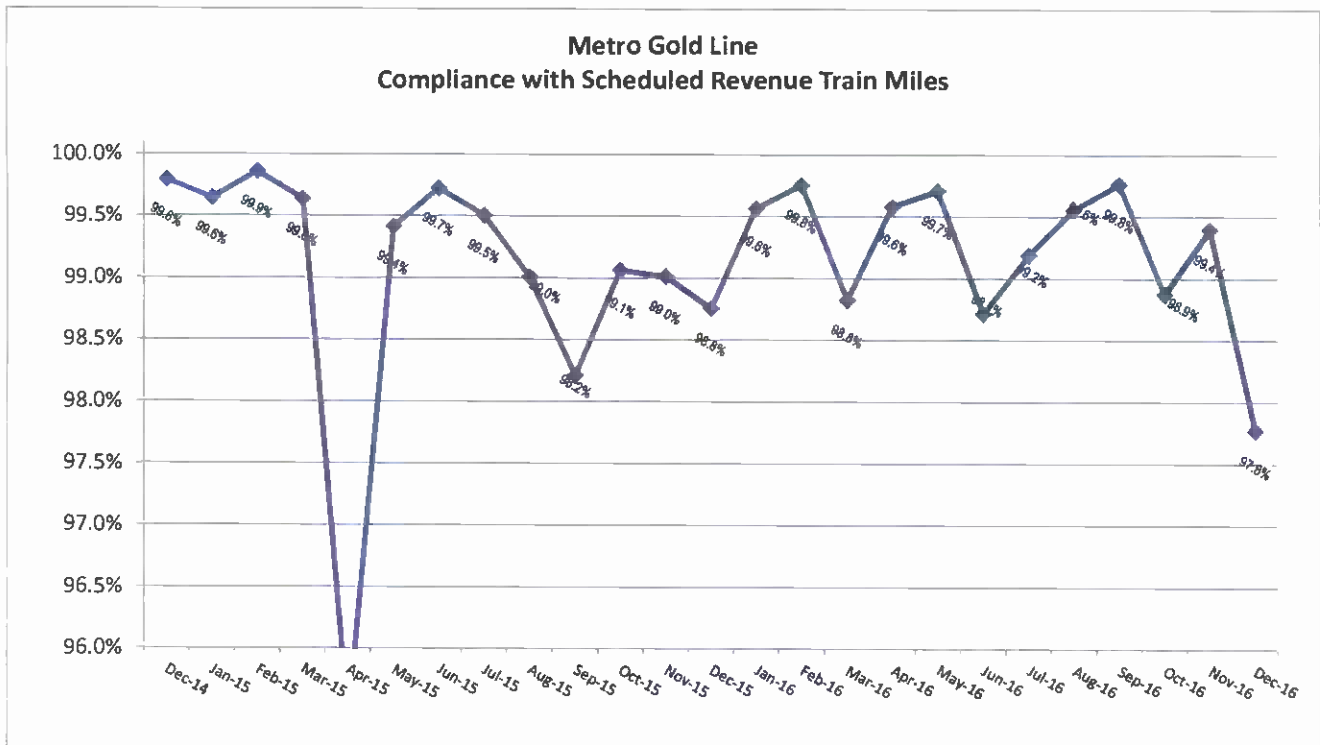
MEASURES OF THE OVERALL SERVICE IMPACT OF RAIL INCIDENTS

COMPLIANCE WITH SCHEDULED VEHICLE HOURS CHART

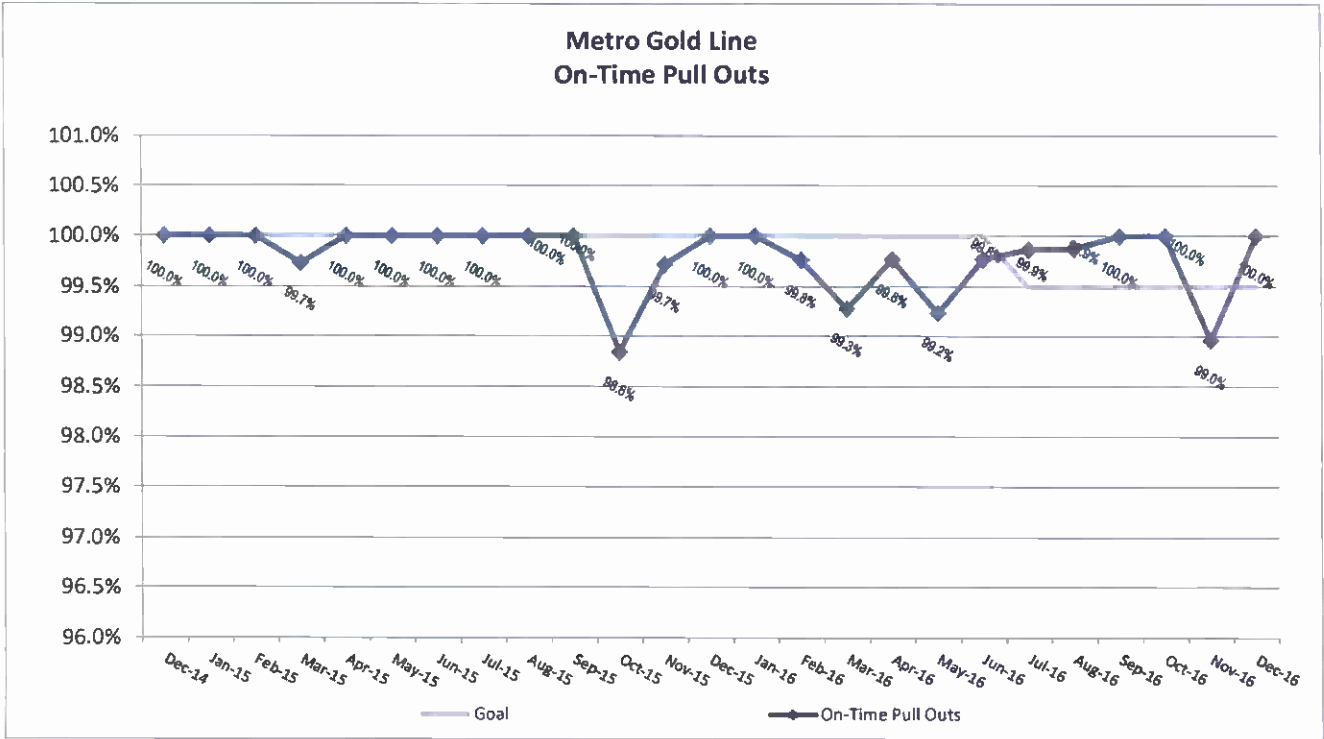


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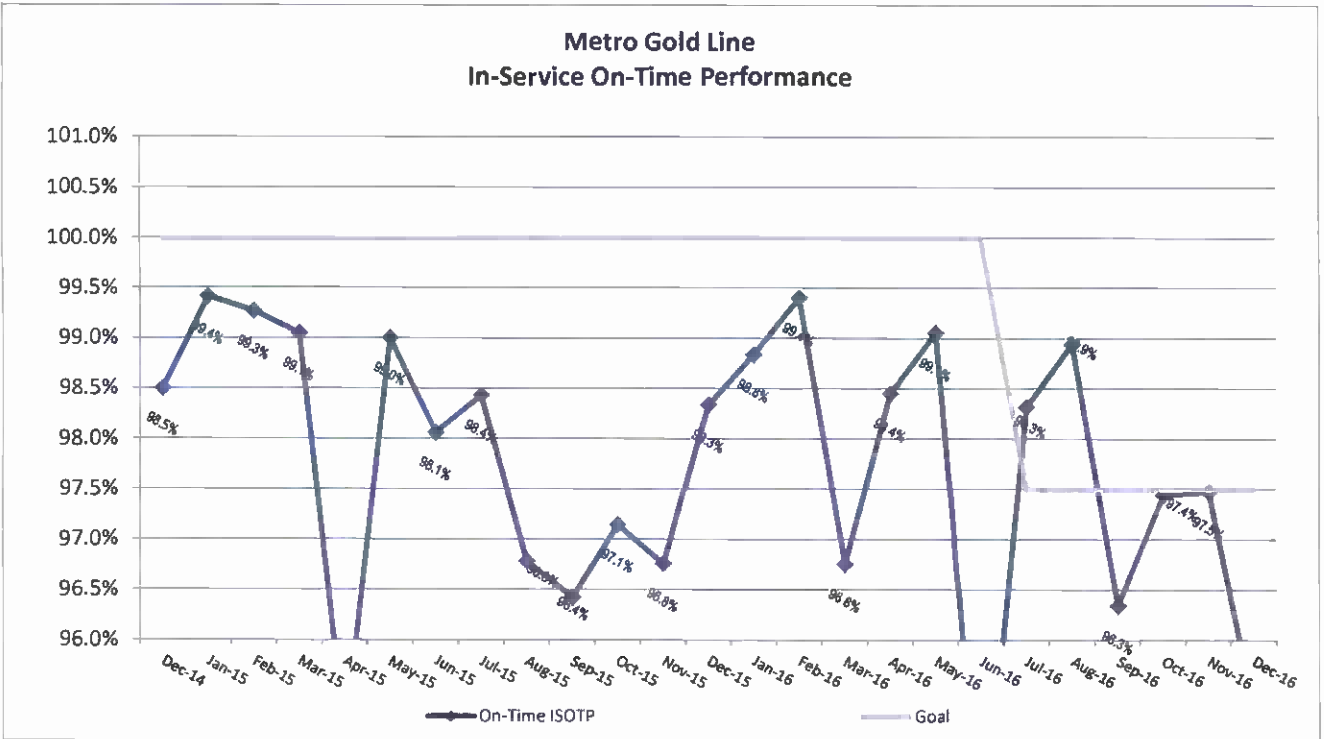
COMPLIANCE WITH SCHEDULED TRAIN MILES CHART



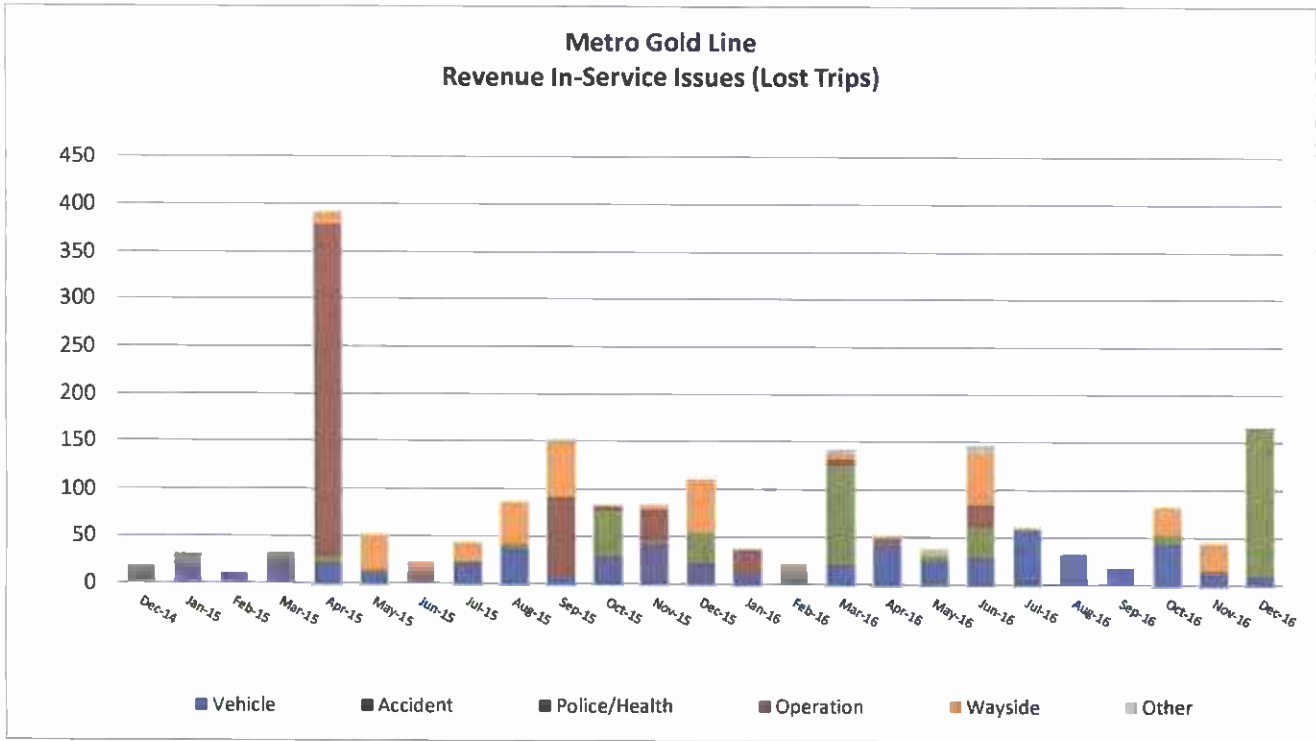
ON-TIME PULL OUTS CHART



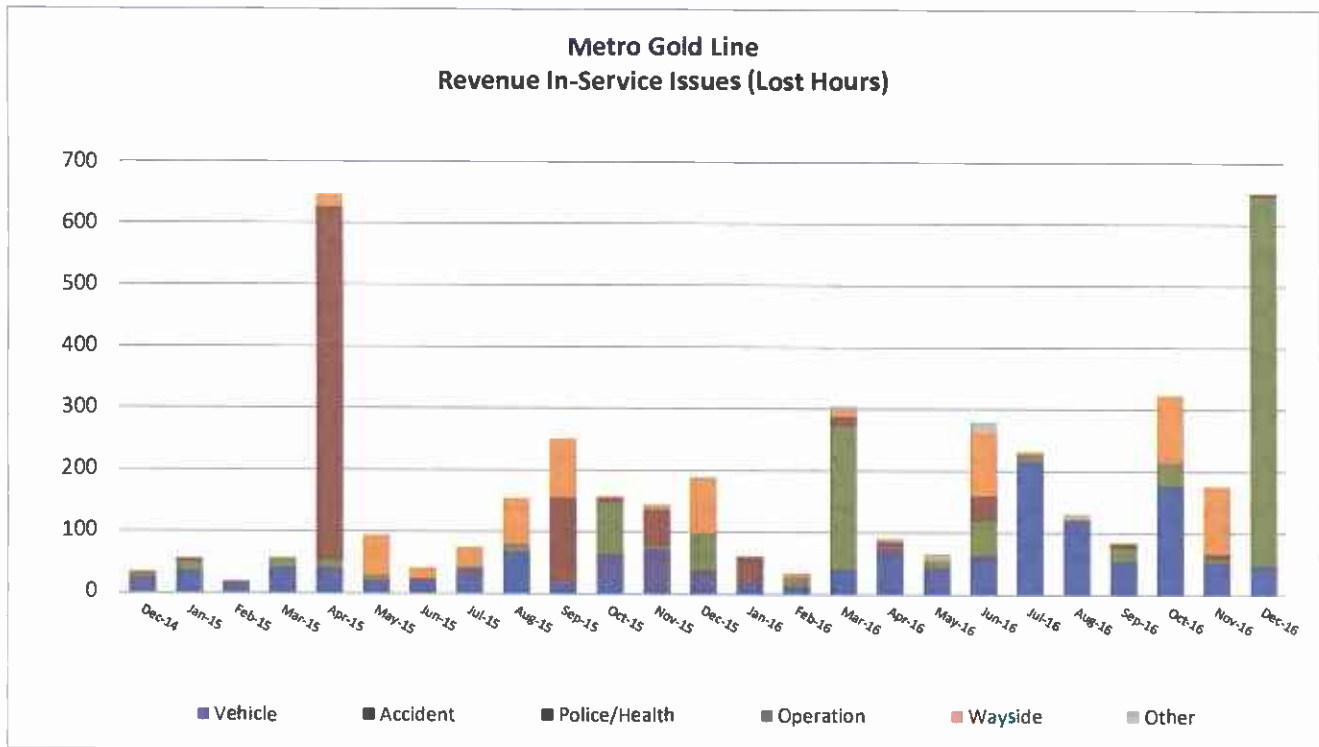
IN-SERVICE ON-TIME PERFORMANCE CHART



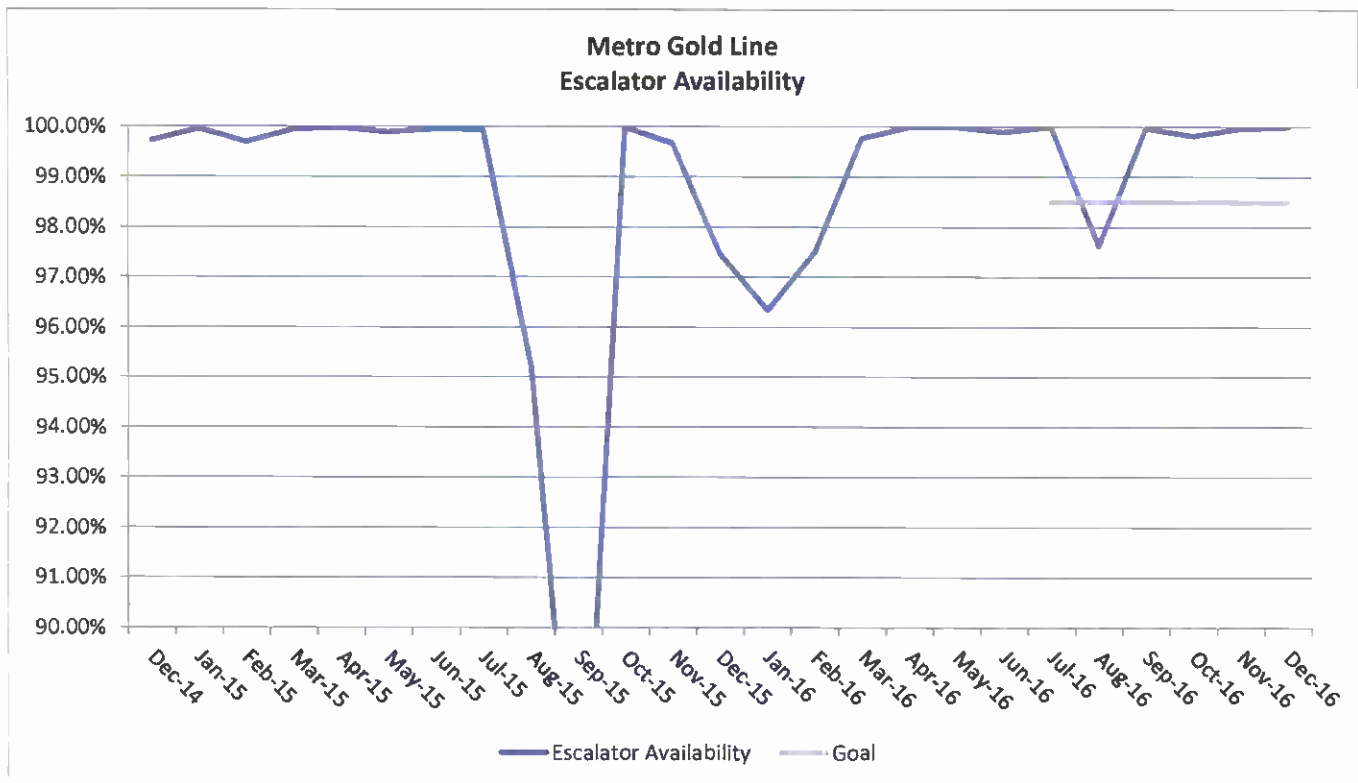
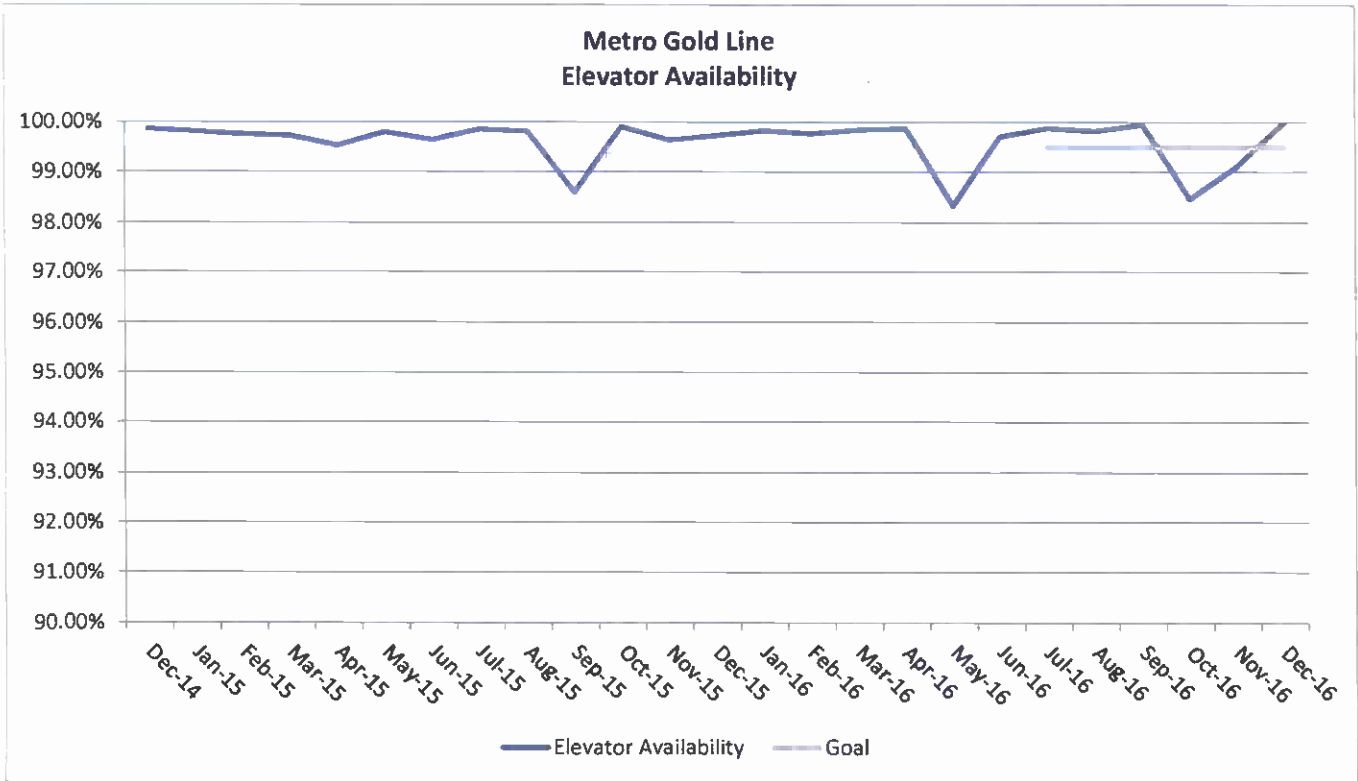
LOST TRIPS



LOST HOURS



VERTICAL TRANSPORTATION AVAILABILITY



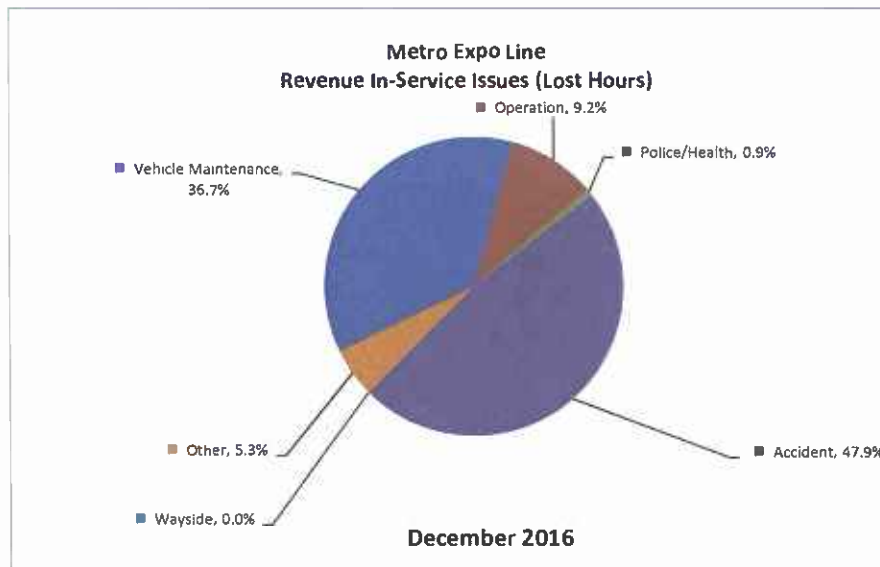
EXPQ LINE

Out of a total of 19,323 hours operated, there were approximately 95 total hours of service delays.

December 2016 Service Hours *	Revenue	
	Hours	Per Cent
Revenue Hours without Delays	19,228	99.5%
Cancelled + Delayed Hours	95	0.5%
Total Revenue Hours	19,323	100.0%

Summary of the major contributors:	Count	Hours	Per Cent
Operations	4	8.8	9.2%
Accidents	1	45.6	47.9%
Vehicle Maintenance	19	34.9	36.7%
Wayside	0	0.0	0.0%
Police & Health	5	0.9	0.9%
Other	6	5.0	5.3%
Total	35	95.1	100.0%

* Data from M3 used to report Service Delays is under review for accuracy



December 2016 Expo Line major delay contributors were as follows:

Operations Incidents:

12/7/2016 3:54:00 PM - Incident# 2809734 (0 lost trips, 20 lost minutes)

Service delay due to a stalled train on platform 2 at 7th and Metro.

12/10/2016 10:07:00 PM - Incident# 2810923 (0 lost trips, 11 lost minutes)

T-530 violated Rule 4076 Reporting Delays.

12/14/2016 10:56:00 PM - Incident# 2813039 (0 lost trips, 22 lost minutes)

Delays due to 2812559

12/23/2016 7:29:00 PM - Incident# 2815883 (4 lost trips, 474 lost minutes)

Train delay

Train 620 cars 1044-1045

Train 609 cars 1036-1019

Accidents:

12/21/2016 5:26:00 PM - Incident# 2815126 (23 lost trips, 2,733 lost minutes)

Train-620

T-265

Cars (1040B)-1030

Southbound, Track #4

Flower/ 23rd Street

Auto vs. Train

Vehicle Maintenance Incidents:

12/1/2016 5:50:00 AM - Incident# 2806766 (1 lost trip, 105 lost minutes)

Propulsion / Dynamic Brakes

(1043B)-1041

Train 612

T-214

Bundy, Northbound, Track 3

12/1/2016 6:00:00 PM - Incident# 2807150 (0 lost trips, 6 lost minutes)

Door malfunction

Train 607

Track #3 NB Westwood/ Rancho Park Station

T-525

(152A)-104

12/2/2016 7:08:00 AM - Incident# 2807338 (0 lost trips, 15 lost minutes)

Reports door problem.

Train #605

T-358

1040-1050

Pico Station, Southbound, Track 2

12/10/2016 3:44:00 PM - Incident# 2810871 (0 lost trips, 5 lost minutes)

Car 142B lost movement.

T-529

Train 602

Cars (142B)-102-147

17th St Interlocking, Track 3, northbound.

12/11/2016 1:08:00 AM - Incident# 2810935 (1 lost trip, 141 lost minutes)

Car 246A lost movement, multiple faults.

T-507

Train 603

Cars (246A)-238-250

La Cienega Station, Track 4, southbound

12/14/2016 4:46:00 AM - Incident# 2812081 (1 lost trip, 131 lost minutes)

Propulsion / Dynamic Brakes

(246)-238

Train 612

T-241

17th Street, Northbound, Track 3

12/14/2016 6:47:00 PM - Incident# 2812454 (4 lost trips, 491 lost minutes)

Operator reports no movement and no indications.

Cars 229, 244, 230

Train 204

T-524

Portal TRK 2, southbound

12/15/2016 1:13:00 AM - Incident# 2812552 (1 lost trip, 119 lost minutes)

Train operator reports of no movement.

Train 625

T-526

Cars (246A), 238

Track 4, Farmdale Station, Southbound

12/15/2016 4:51:00 PM - Incident# 2812910 (2 lost trips, 251 lost minutes)

Operator reports propulsion failure with a speed restriction on Car 155A.

Car 143, 128, 155A

Train 601

T-162

La Cienega TRK 4, southbound

12/15/2016 5:58:00 PM - Incident# 2812917 (3 lost trips, 358 lost minutes)

Operator reports she cannot see out of the window of 109A.

Cars 162, 109

Train 604

T-514

Bundy TRK 4, southbound.

12/18/2016 1:33:00 AM - Incident# 2813724 (0 lost trips, 10 lost minutes)

Reports of friction brake fault

Train # 603

T-521

(104A)-144-131

Santa Monica Station, Track 3, Northbound

12/18/2016 4:40:00 AM - Incident# 2813726 (1 lost trip, 148 lost minutes)

Car 249 Propulsion Dynamic Brakes fault with speed restriction, at Westwood operator reports doors are not opening.

Train 604

T-089

Track 3 Northbound at Bundy Station

Train 604

T-89

Consist 236-249-229

12/18/2016 5:17:00 AM - Incident# 2813731 (0 lost trips, 7 lost minutes)

No Fault/ No movement

Train 601

T-374

(1016A)-1048-1018

Track 3 Northbound at Lincoln Blvd (South of 17th)

12/19/2016 5:42:00 AM - Incident# 2813941 (0 lost trips, 5 lost minutes)

Train 601

T-136

Cars (104)-152-133

Santa Monica station tk4 N/B

12/21/2016 10:59:00 PM - Incident# 2815168 (0 lost trips, 10 lost minutes)

Train 625

T-501

Cars (102)121-162

Santa Monica tk 4

12/27/2016 9:24:00 AM - Incident# 2816667 (0 lost trips, 12 lost minutes)

Door Problem

Train #608.

T-405.

LRV- (166A & B), 102, 155.

Santa Monica Station, Track #3, Northbound.

12/27/2016 2:26:00 PM - Incident# 2816734 (0 lost trips, 30 lost minutes)

Prop/Fault with speed restriction.

Train #601.

T-510.

LRV- (166A),102, 151.

Palms Station, Track #4, Southbound.

12/30/2016 7:22:00 AM - Incident# 2817711 (1 lost trip, 132 lost minutes)

Friction brake fault with recurring no movement.

Train 603

T-136

(1023-1027-1050)

SB, Western Station, Track 4

12/30/2016 4:39:00 PM - Incident# 2817936 (1 lost trip, 119 lost minutes)

Train operator reports flats on train.

Train 622, T-381

(1048A)-1039

Track 4, 17th Street, South

Police & Health Incidents:

12/1/2016 10:32:00 PM - Incident# 2807196 (0 lost trips, 6 lost minutes)

Passenger brandishing knife

Train 602 Track #3 Santa Monica Station

T-525

(236)-238

12/15/2016 1:25:00 PM - Incident# 2812825 (0 lost trips, 24 lost minutes)

Stabbing Train 601 departing Santa Monica Station

12/23/2016 9:55:00 AM - Incident# 2815708 (0 lost trips, 5 lost minutes)

Operator reports of a verbal argument between two passengers

Train 602

T-472

(1020)1035-1017

Westwood station, Trk. 3, northbound

12/26/2016 6:19:00 PM - Incident# 2816377 (0 lost trips, 9 lost minutes)

Train Delay

Train #608, T-517

(1038B)-1024-1014

SB, Crenshaw Station, Track #4

12/30/2016 11:55:00 AM - Incident# 2817842 (0 lost trips, 7 lost minutes)

Train 608 reports that a sick patron is on board his middle car 104

Other Incidents:

12/3/2016 4:53:00 AM - Incident# 2807849 (0 lost trips, 17 lost minutes)

Expo yard limits: 4 out late trains due to all cab doors being opened in multiple cars/trains. Delays were not initially as bad but were made worse by single track operations at yard limits.

12/13/2016 5:57:00 AM - Incident# 2811644 (0 lost trips, 7 lost minutes)

Operator failed to report reason for 7 minute outlate. Scheduled pull-out 0549, Actual Pull out 0556

12/16/2016 5:56:00 AM - Incident# 2813085 (0 lost trips, 19 lost minutes)

Rolled Out Late

T-230 missed out

Train #604

Expo Yard.

12/16/2016 6:13:00 AM - Incident# 2813097 (1 lost trip, 135 lost minutes)

Out Late, train #617

Yard Controller R-1

12/16/2016 7:02:00 AM - Incident# 2813170 (0 lost trips, 6 lost minutes)

Out Late, Train #609

Cars #(131-144-104)

Yarc Controller R-110

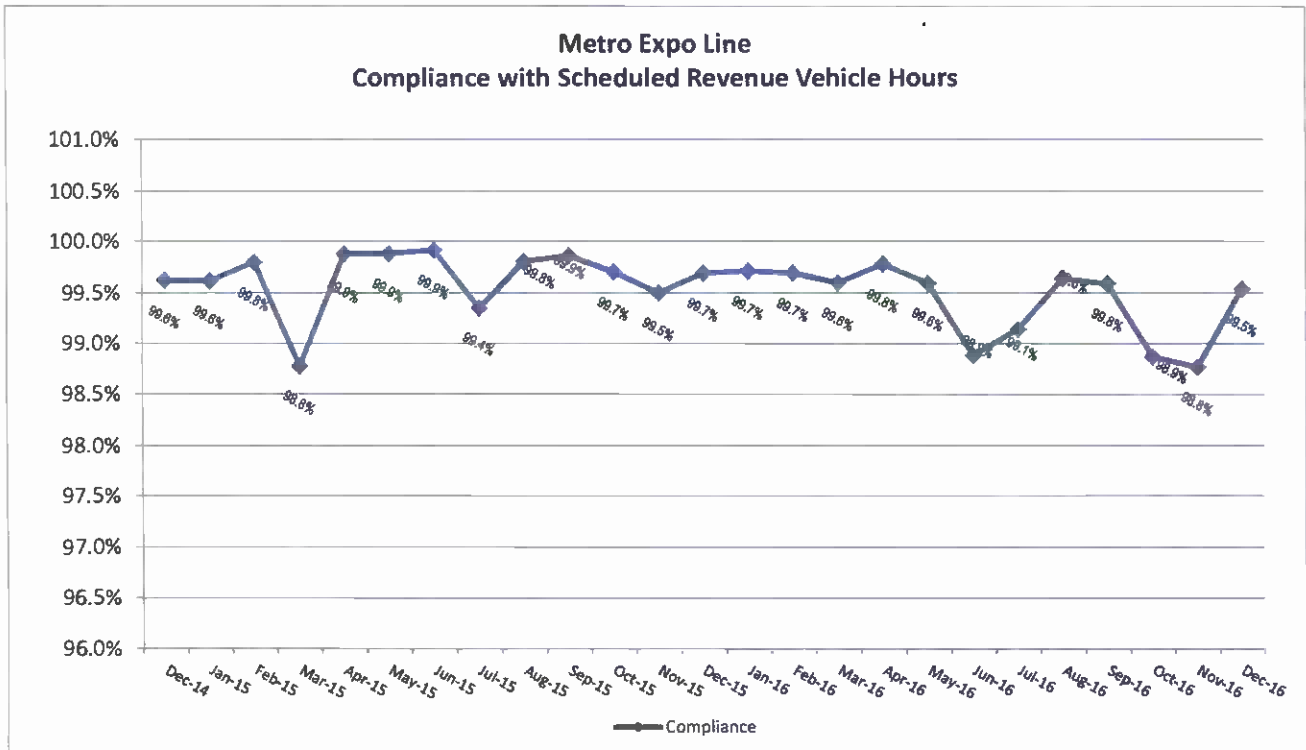
Expo Yard

12/30/2016 8:22:00 AM - Incident# 2817650 (1 lost trip, 119 lost minutes)

4th Street Interlocking: Loss of SCADA: "INVALID" indication only; loss of "AUTO" and "CENTRAL" interlocking functions. Controller unable to clear signals or set switches.

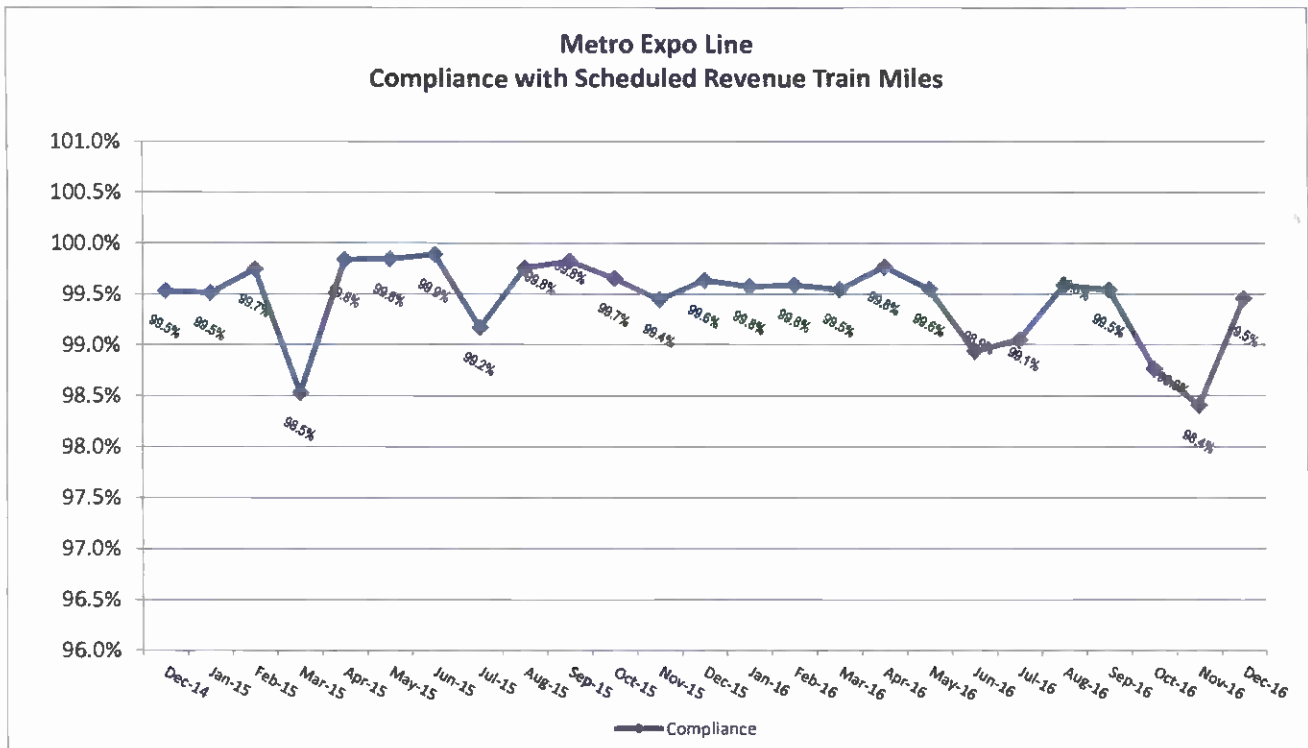
MEASURES OF THE OVERALL SERVICE IMPACT OF RAIL INCIDENTS

COMPLIANCE WITH SCHEDULED VEHICLE HOURS CHART

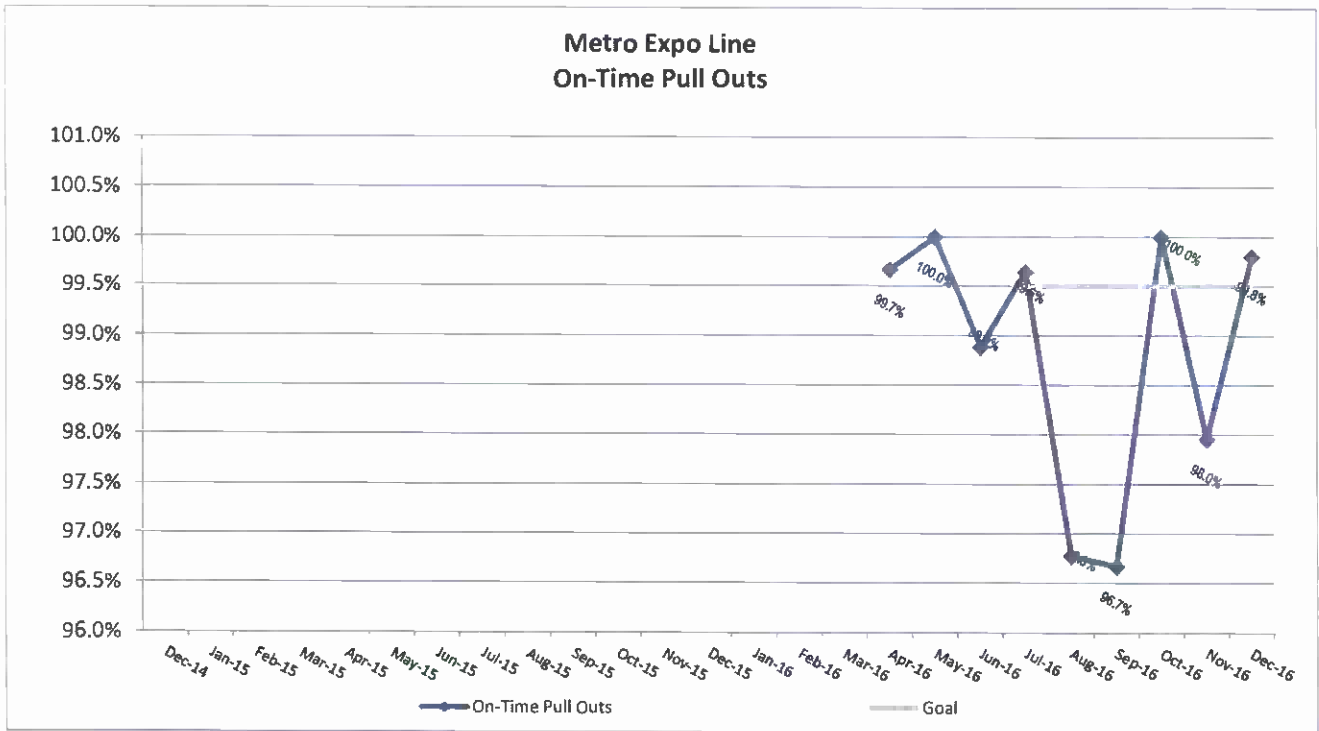


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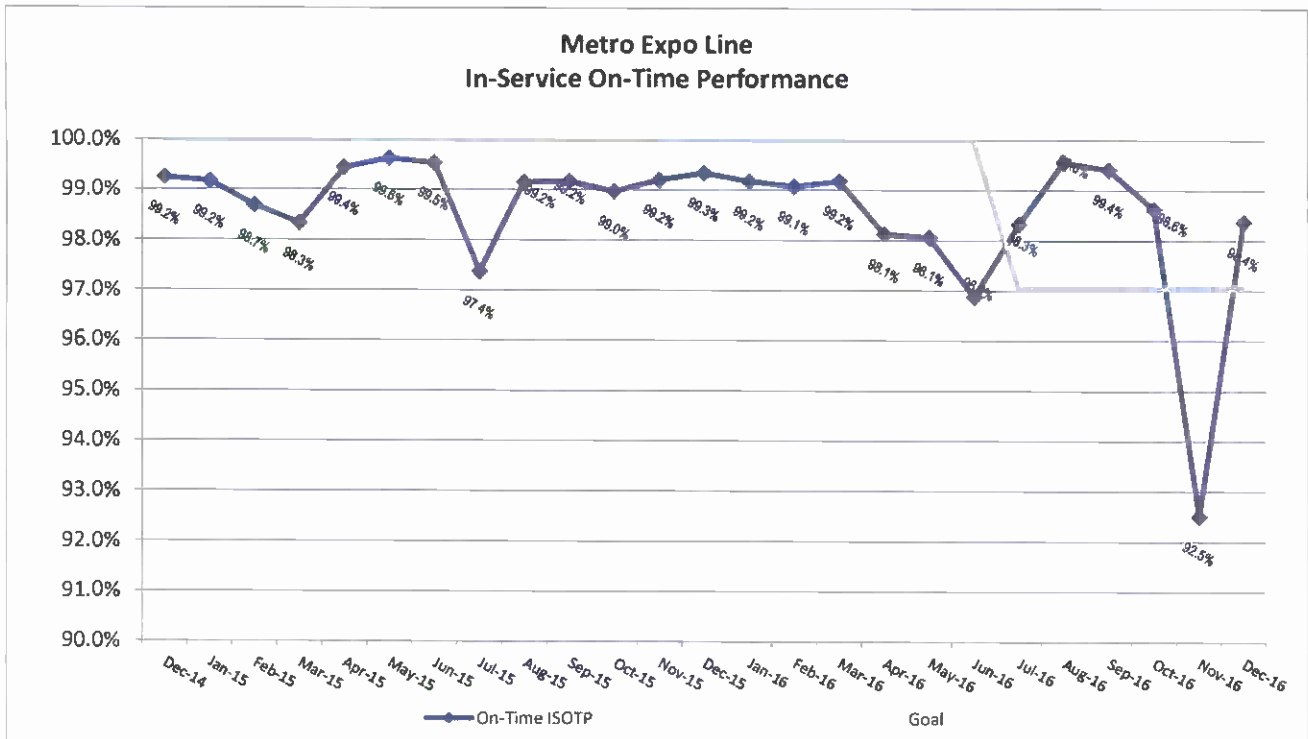
COMPLIANCE WITH SCHEDULED TRAIN MILES CHART



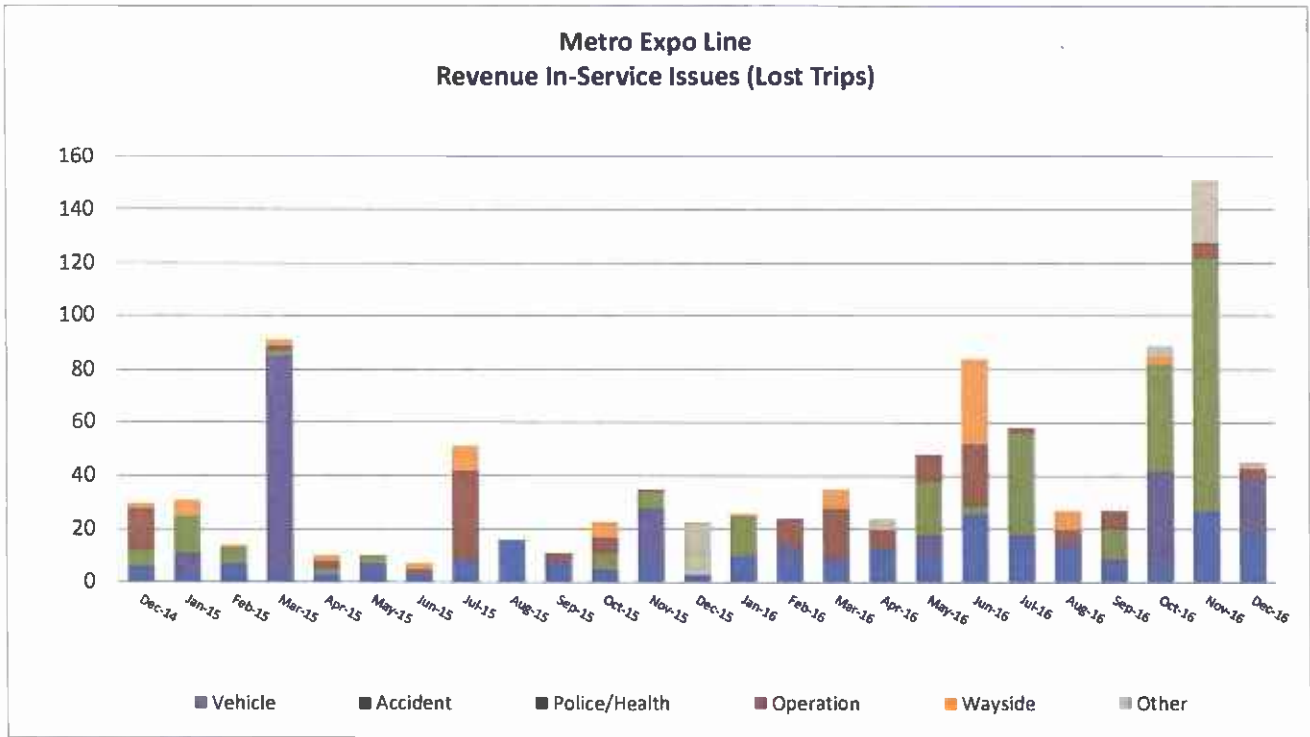
ON-TIME PULL OUTS CHART



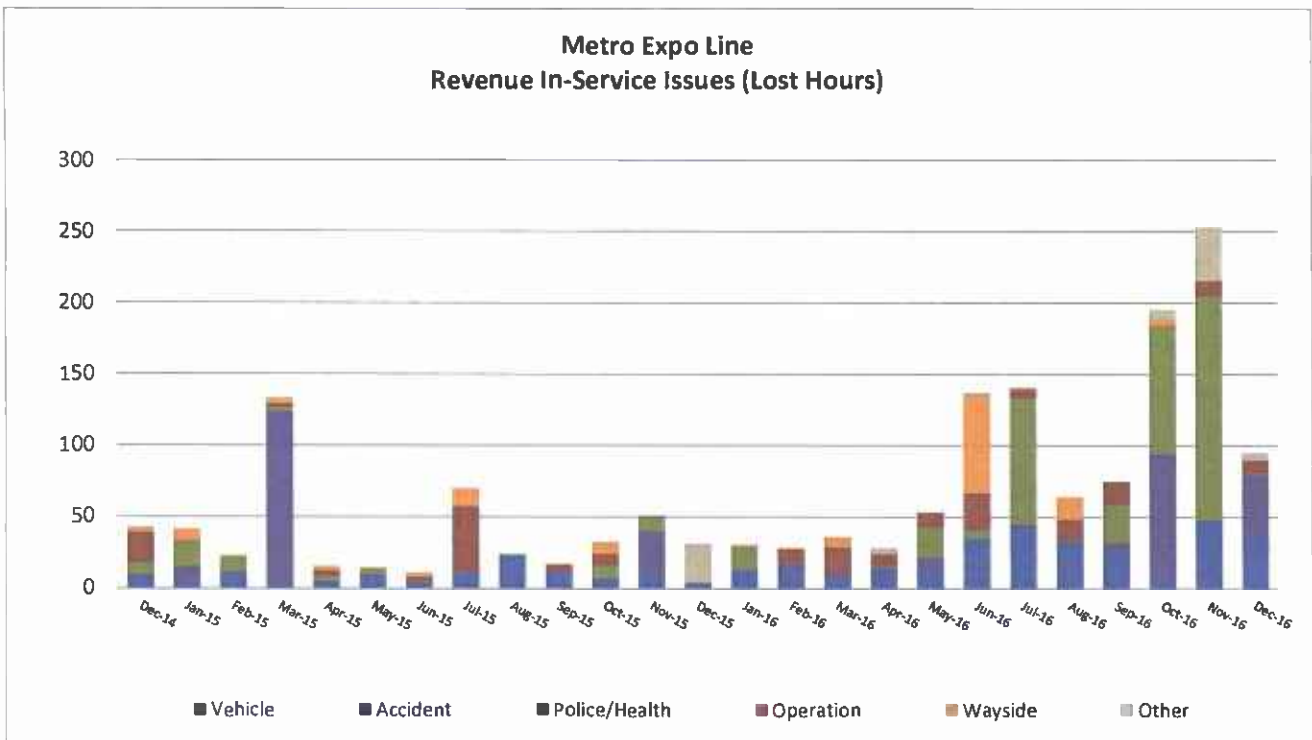
IN-SERVICE ON-TIME PERFORMANCE CHART



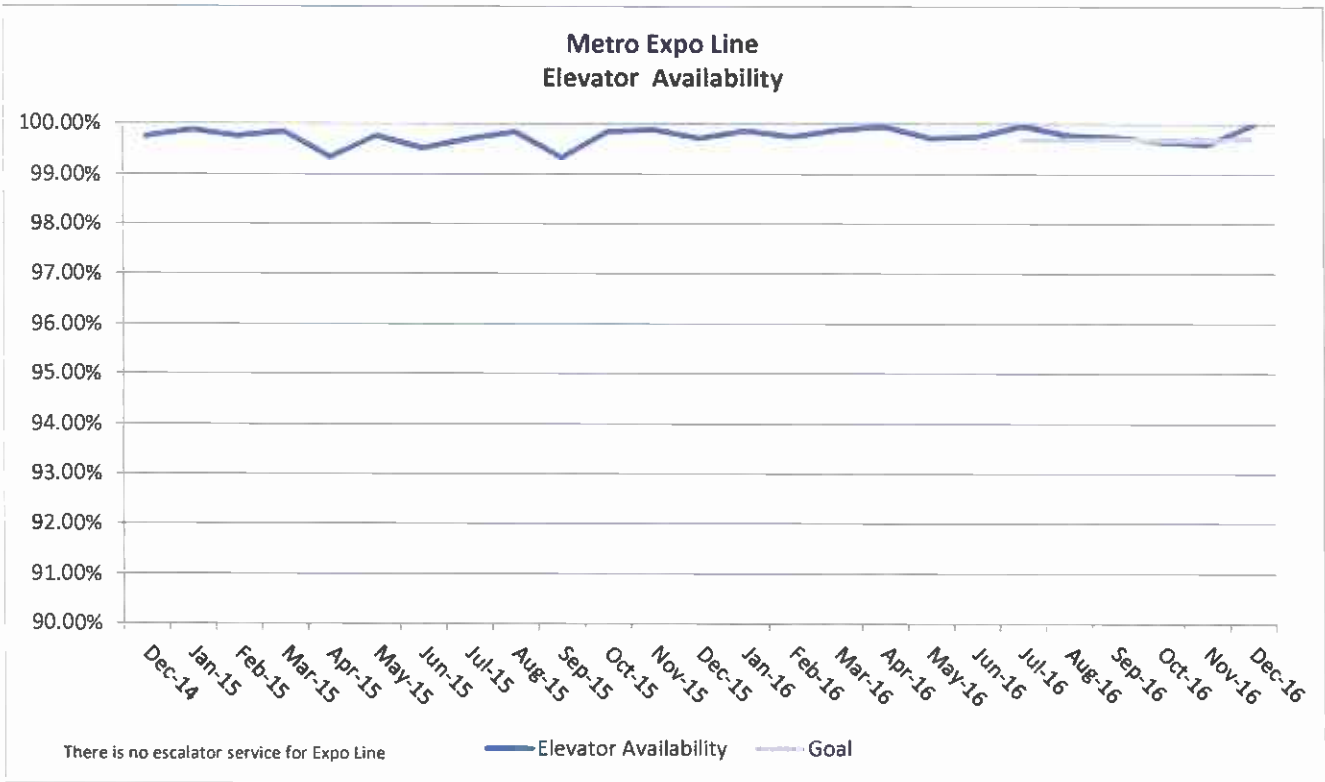
LOST TRIPS



LOST HOURS



VERTICAL TRANSPORTATION AVAILABILITY



A large, three-dimensional, illuminated logo consisting of the letters 'OEI' in a bold, sans-serif font. The letters are white and glow against a dark night background. The 'O' is a solid circle, while the 'E' and 'I' have a hollow, cutout appearance. The logo is positioned in the center of the frame, with a blurred city street and light trails in the background.

OEI

**OFFICE OF EXTRAORDINARY
INNOVATION**



Metro

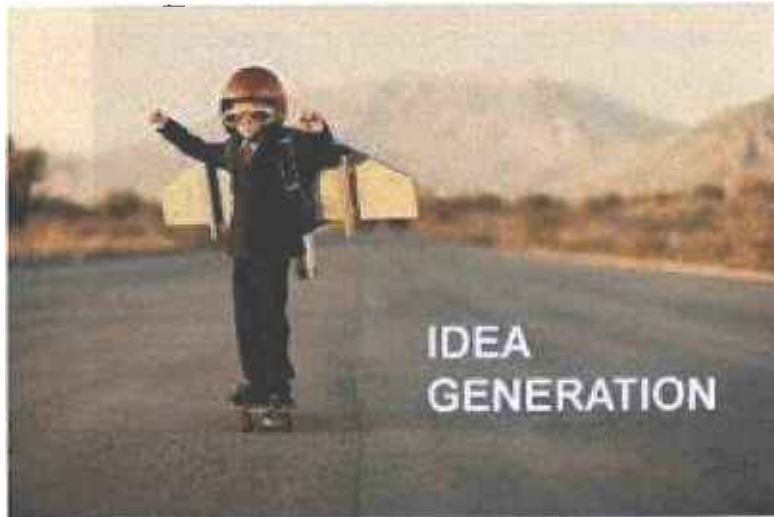
Why does LA Metro need OEI?

OFFICE OF EXTRAORDINARY INNOVATION



Office Structure and Concept

VISION



OEI is an incubator and implementer of innovative ideas for LA Metro

GOALS

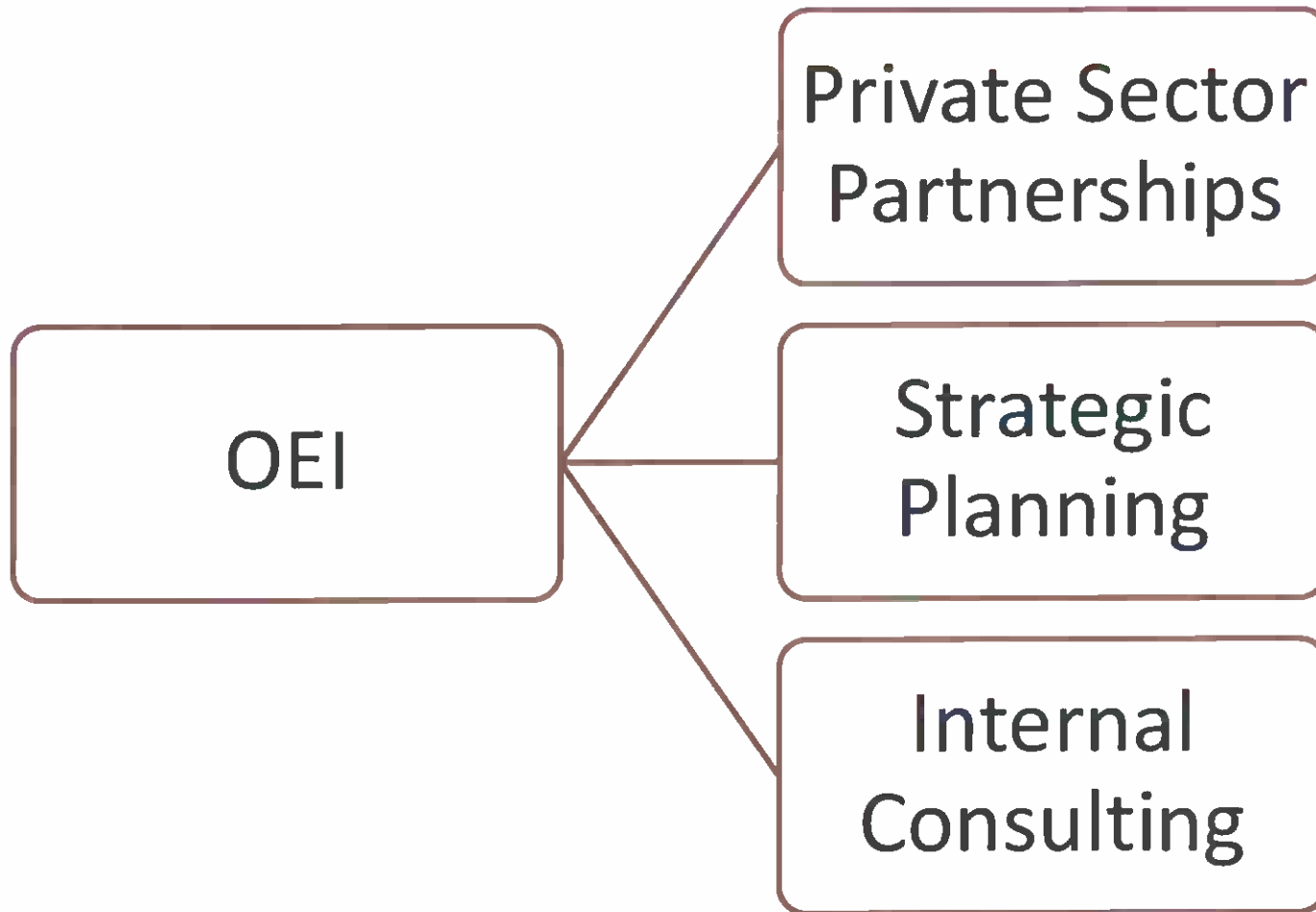


- > Improve mobility, environment, customer experience, and transportation safety in the Los Angeles region through innovative, low-cost approaches
- > Improve internal processes and strategies and break down silos at Metro to create a more effective public agency



Metro

OFFICE OF EXTRAORDINARY INNOVATION



PROJECTS



- > TNC MOD Grant
- > Microtransit
- > Swiftly
- > Trapeze
- > P3s for Major Capital Projects

THANK YOU



Metro

Financial Status

December 2016

FTA Quarterly Review
February 22, 2017



Metro

Excellence in Service and Support

FY17 – Indicators

- **FY17 Q2 actual cash receipts from locally imposed sales tax revenues (PA, PC, MR) increased 1.6% over FY16 Q2**
- **At December 31, 2016 the Los Angeles County unemployment rate remains below the State and equal to National overall rates:
LA 5.0%, CA 5.2% and US 4.7%**
- **Inflation in the Los Angeles Metropolitan Area for the period ended December '16 = 1.97% over December '15**
 - **Excluding Food and Energy, core inflation declined to 2.31%**
- **Transit indicators – FY 17 Q2**
 - Ridership versus prior year**
 - Bus: -11.5%**
 - Rail: +8.0%**
 - Total: -6.5%**

Fare revenues – FY17Q2 1.3% vs FY 16Q2



Metro

FY17 Q2 – Highlights

- **Voter approval of Measure M – 71+%**
- **Board authorized the award of a 62 month contract for the production and delivery of 64 Heavy Rail Vehicles (HRV).**
- **Certified the Final Environmental Impact Report (EIR) for the Airport Metro Connector (AMC) 96th Street Transit Station on the Crenshaw/LAX Line.**
- **Issued \$522 million in Premium Measure R bonds @ Total Interest Cost of 3.4%, generating \$600 million in cash proceeds.**

FY17 Q3– Look Ahead

- **Development of comprehensive guidelines to implement Measure M programs**
- **FFGA - \$1.187B and TIFIA Loan - \$307M on the Purple Line Extension Project Section 2**
- **Initiate development of the FY18 Budget.**

Los Angeles County
Metropolitan Transportation Authority

METRO CONSTRUCTION SAFETY FTA Quarterly Review Meeting February 22, 2017



Metro

CONSTRUCTION SAFETY QUARTERLY REPORT

CRENSHAW/LAX TRANSIT PROJECT

- Metro participated in WSCC Tool-Box Safety Meetings in October, November and December 2016.
- Metro participated in WSCC Executive Safety Meetings on October 21st and November 19th.
- Metro participated in WSCC's Subcontractor Safety Committee Meetings on November 2nd.
- Project-to-Date Total Work Hours: 3,694,643
Recordable Injuries as of December 2016: 46
Project Rate per 200,000 Labor Hours: 2.4
BLS National Heavy Construction Incident Rate: 2.8
Total Days Away Cases: 2
Total Restrictive Duty Cases: 2



Crenshaw/LAX Transit Project



Metro

CONSTRUCTION SAFETY QUARTERLY REPORT



Westside Purple Line Extension
Section 1 Project

WESTSIDE PURPLE LINE EXTENSION SECTION 1 PROJECT

❑ Project to Date Total Work Hours:	1,404,956
Recordable Injuries as of November 2016:	3
Project Rate per 200,000 Labor Hours:	0.4
BLS National Heavy Construction Incident Rate:	2.8



Regional Connector Transit Corridor Project

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT

❑ Project-to-Date Total Work Hours:	1,363,683
Recordable Injuries as of December 2016:	7
Project Rate per 200,000 Labor Hours:	1.0
BLS National Heavy Construction Incident Rate:	2.8



Metro

CONSTRUCTION SAFETY QUARTERLY REPORT

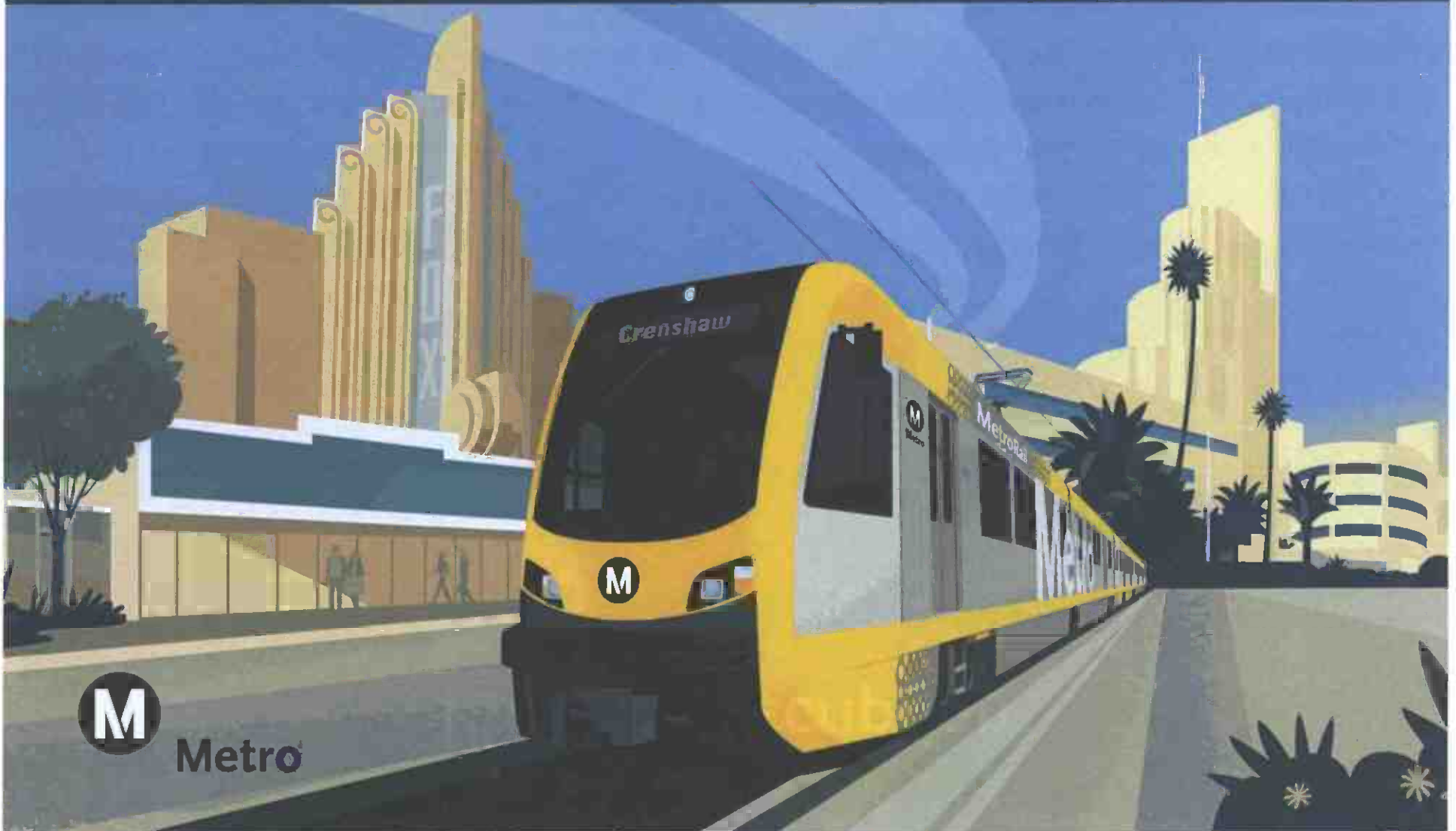


- Conducted monthly All Hands Safety/Security Meetings with contractors.
- Monitored construction activities on a daily basis including nights and weekends to ensure compliance with contract specifications including Cal/OSHA and CPUC.
- Participated in weekly progress meetings to discuss safety / security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



Metro

Crenshaw/LAX Transit Project FTA Quarterly Review – February 22, 2017



Project Description



Project Summary

- Metro and WSCC finalized in December 2016 a “Completion Schedule” which commits both to plan and achieve project revenue service in fall of 2019.
- Metro Board in January 2017 approved an agreement regarding critical cost and schedule impacts between Metro and WSCC. Settles all time issues for the first three years of WSCC contract; thru October 2016. Agreement also includes cost for construction accommodations to not preclude a future 96th Street Station.
- Nearly complete with unknown impact areas such as: utilities, differing site conditions and hazardous waste.
- Project nearing 60% completion



Metro

Project Cost Reporting: LOP Budget, Changes and Expenditures

CRENSHAW/LAX TRANSIT PROJECT (LOP \$2,058 million) PMOC
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
 COST REPORT BY ELEMENT
 PERIOD: DECEMBER 2016
 UNITS IN DOLLARS

SCC CODE	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		CURRENT BUDGET/ FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
10	GUIDEWAYS	471,335,000	-	452,500,001	-	443,119,255	22,997,174	276,010,335	-	450,354,375	(2,145,626)
20	STATIONS	153,906,000	-	316,050,000	300,000	303,997,278	6,099,922	140,074,585	-	315,050,000	(1,000,000)
30	SOUTHWESTERN YARD	66,673,000	-	73,245,544	-	71,053,330	529,655	21,238,643	-	71,164,000	(2,081,544)
40	SITWORK/SPECIAL CONDITIONS	235,576,000	-	348,565,999	1,905,719	376,312,612	7,802,001	274,632,018	2,483,244	386,696,098	38,130,099
50	SYSTEMS	125,132,000	-	169,311,000	70,974	152,679,828	3,885,645	15,541,449	-	169,436,000	125,000
CONSTRUCTION SUBTOTAL (10-50)		1,052,622,000	-	1,359,672,544	2,276,693	1,347,162,304	41,314,397	727,497,031	2,483,244	1,392,700,473	33,027,929
60	RIGHT-OF-WAY	132,294,000	-	127,400,000	(213,067)	123,422,228	746,405	121,573,555	-	127,490,000	90,000
70	LRT VEHICLES	87,780,000	-	82,100,000	-	82,050,901	(5,634,914)	7,218,655	-	83,571,544	1,471,544
80	PROFESSIONAL SERVICES	273,147,000	-	300,093,178	260,541	317,715,580	4,689,783	260,785,355	597,235	357,443,783	57,350,605
CONSTRUCTION SUBTOTAL (10-50)		1,545,843,000	-	1,869,265,722	2,324,166	1,870,350,992	41,115,670	1,117,074,596	3,080,479	1,961,205,800	91,940,078
90	UNALLOCATED CONTINGENCY	177,157,000	-	162,734,278	-	-	-	-	(3,080,479)	70,794,200	(91,940,078)
TOTAL PROJECT 865512 with SWY 49% (10-100)		1,723,000,000	-	2,032,000,000	2,324,166	1,870,350,992	41,115,670	1,117,074,596	-	2,032,000,000	-
ENVIRONMENTAL/PLANNING - 405512		5,526,150	-	5,526,150	-	5,526,150	-	5,526,150	-	5,526,150	-
ENVIRONMENTAL/PLANNING - 465512		20,473,850	-	20,473,850	-	20,023,237	-	20,023,237	-	20,473,850	-
TOTAL PROJECTS 405512 & 465512 (ENV / PLAN'G)		26,000,000	-	26,000,000	-	25,549,388	-	25,549,388	-	26,000,000	-
TOTAL PROJECTS 405512, 465512 & 865512		1,749,000,000	-	2,058,000,000	2,324,166	1,895,900,380	41,115,670	1,142,623,983	-	2,058,000,000	-

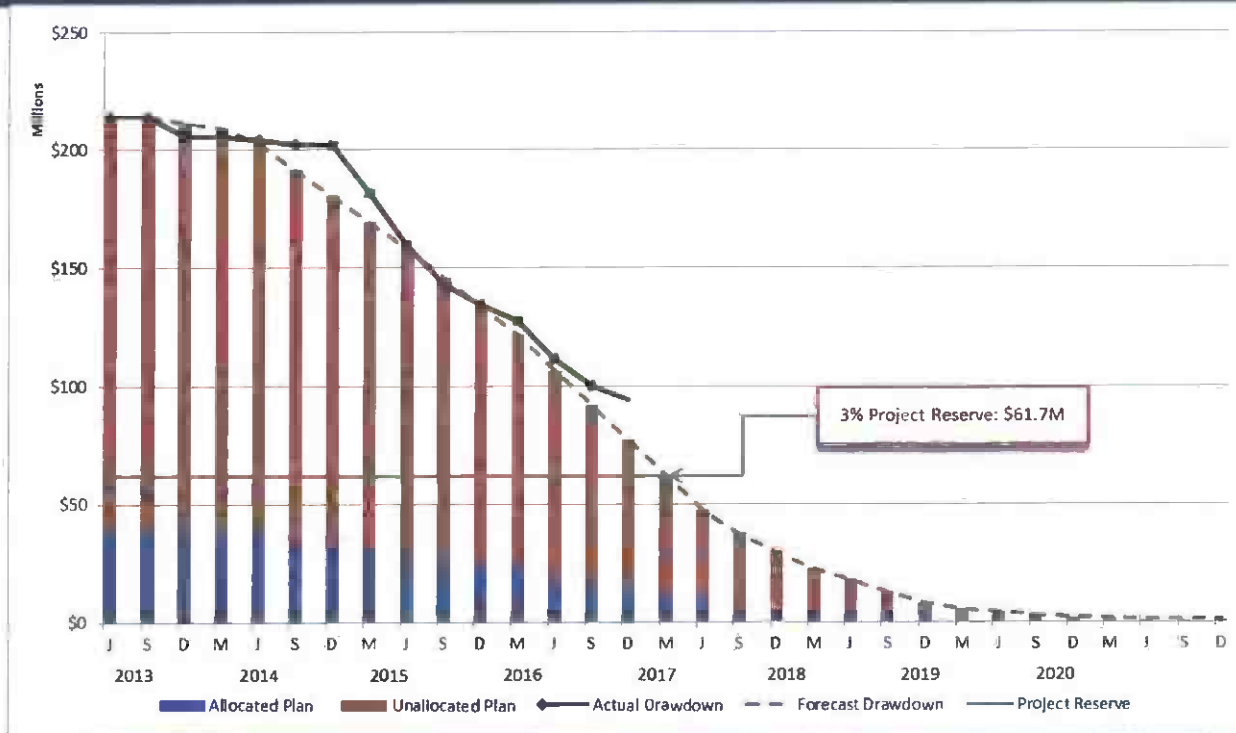
NOTE: EXPENDITURES ARE CUMULATIVE THROUGH 30-DEC-2016.

Expenditures include pending invoice(s) for major construction & professional service contracts but have not been posted in Metro's Financial Information System (FIS).
 Contract C0988 - Design Builder WSCC \$ 23,679,765.86 PA# 40 (\$23,643,506.86 fund by 865512 and \$36,259.00 by non-Crenshaw/LAX project funding)



Metro

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



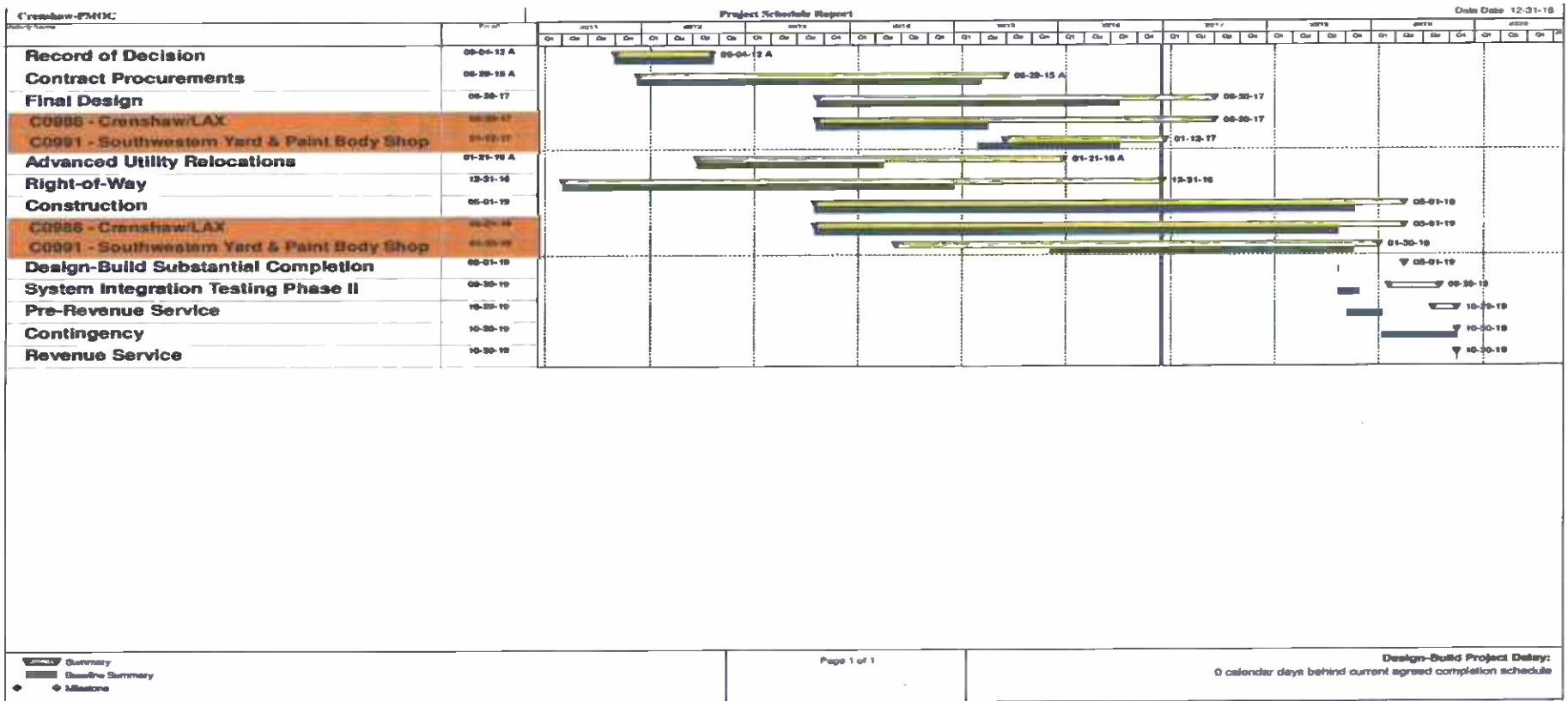
PROJECT COST CONTINGENCY (through 30-Dec-2016)

UNITS IN DOLLARS

	Original Contingency (Budget)	Previous Period	Current Period	To-Date	Remaining Contingency (Forecast)
Unallocated Contingency	173,500,000	(99,625,320)	(3,080,480)	(102,705,800)	70,794,200
Allocated Contingency	40,366,792	(17,026,605)	(370,974)	(17,397,579)	22,969,213
Total Contingency	213,866,792	(116,651,926)	(3,451,453)	(120,103,379)	93,763,413



Schedule Status Planned vs. Actual



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

Contract Modifications Above \$100,000									
Contract Number	Contract Modification Number	Contract Modification Description	Amount	Date Issue	Modification Type				
					HZ	CR	FLS	UT	OTH
C0988 Design-Build	MOD 00123.1	Track Drainage Cast Iron Pipe In-Lieu PVC	\$260,150.39	08-Dec-16					X
	MOD 00207.3	Metro Right-of-Way Propert	\$425,000.00	30-Dec-16					X
	MOD 00221	Dsgn Hold Out Signals at Aviat/Cenen	\$143,000.00	08-Dec-16			X		
	TOTAL		\$828,150.39						
WSCC Requests for Additional Compensation Greater Than \$1 Million									
C0988 Modification Issued									
	TOTAL		\$ -						



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

Major Project Status

Construction Progress – Alignment D-B C0988

- The mining of the north bound tunnel commenced in late November 2016 with a planned hole thru at Leimert Park Station site in early April 2017. Averaging 62 feet per work day and is on schedule.
- Contractor commenced ballasted special track work for two turnouts of siding track south of High Street.
- Five of six bridges are substantially complete with I-405 in progress.
- All six of the tunnel structures are under construction.
- Contractor as of the end of December 2016 was on schedule but substantial rains in January 2017 impacted the progress of remaining at-grade excavation along the alignment.



Metro

Construction Photo (Segment A)



Bottom ballast being placed and start of ballasted special track work.



Metro

Construction Photo (Segment B)



Underground Structure #3: Installation of rebar for u-channel walls at south portal.



Metro

Construction Photo (Segment C)



Installation of electrical conduits south bound tunnel invert rebar.



Metro

Major Project Status

Construction Progress-Southwestern Yard D-B C0991

- Contractor substantially completed final design to support all planned construction.
- Continued with structural excavation and started concrete placement of main shop building service & inspection pits, deep foundations, grade beams and blow down pits.
- Continue underground utilities work such as sewer, electrical, plumbing and water lines.
- Contractor as of the end of December 2016 was on schedule but substantial rains in January 2017 impacted the progress of excavation and underground utilities work.

Construction Photo (Southwestern Yard)



Aerial view of construction site on the left and the alignment work at the top.



Metro

Community Relations Outreach Status

- WSCC completion of temporary construction parking lot at 54th St. represents the final piece of Metro Temporary Construction Parking Plan for Park Mesa Heights.
- In the Hyde Park community (UG3) WSCC has been working a 24 hour schedule over the weekend at several locations and there have been numerous noise issues. Construction Relations is working closely with Metro's environmental team to ensure that proper noise mitigation measures are being taken.
- The storage of excavated soil on Metro owned properties on the Harbor Subdivision continues to be problematic. Construction Relations worked with WSCC to ensure that drainage from the ROW remained on the ROW.
- Construction Relations is working with Media Relations to plan a "retirement" event for TBM Harriet in late spring/early summer.

DBE Participation Status for Design and Construction – Alignment D-B C0988

- DBE Goal – Design 20.00%
 - Current DBE Commitment \$20,928,235 20.00%
 - Current DBE Participation \$26,010,970 25.29%
- 21 Design subcontractors have been identified to-date.

-
- DBE Commitment - Construction \$235,355,983 20.00%
 - Current DBE Commitment \$199,026,447 16.91%
 - Current DBE Participation \$148,671,447 25.89%
- 137 Construction subcontractors have been identified to-date.



Metro

Commitment – Current DBE contract commitment divided by current contract value.
 Participation – Total amount paid to date to DBEs divided by the amount paid to date to the Prime.

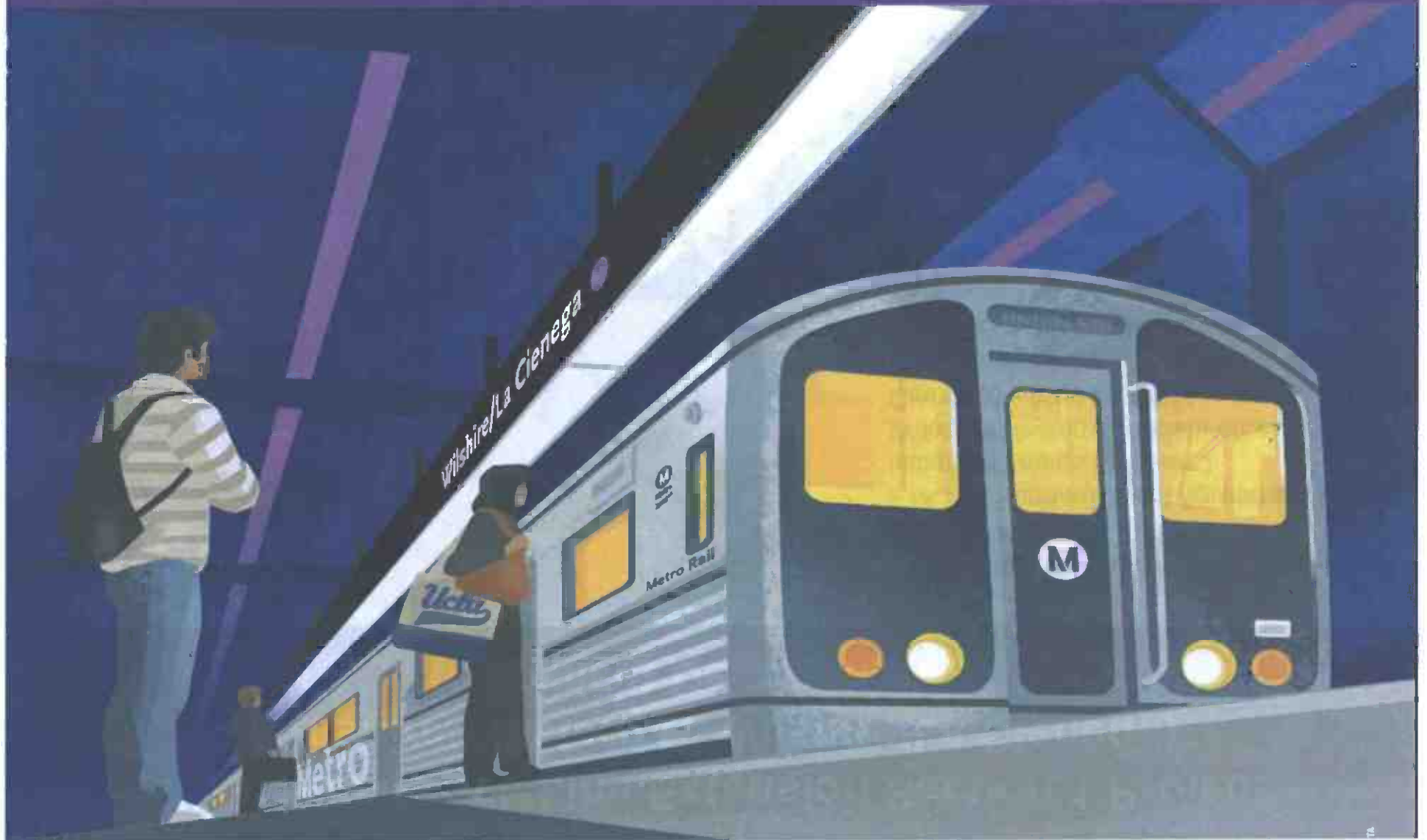
Top Risks and Mitigations

Risk ID	Risk Description	Risk Rating	Mitigation Strategies
302	Timely future reviews of design-builder's designs by City of Los Angeles.	12	<ul style="list-style-type: none"> 3. Next level of design reviews before submittal. 6. Working with city to acquire add'l staff. Increase FTE. Proposing to BOE that they should only be reviewing final submittal. 9. Work with DB to resolve rejected submittals. Extended design reviews
323	Design-builder's ability to mitigate schedule delays	12	<ul style="list-style-type: none"> 1. Work with design builder to strategies on mitigating delays 2. Resolve any outstanding schedule issues.
172	<p>The following Differing Site Conditions (DSC) could be encountered:</p> <ul style="list-style-type: none"> Additional contaminated soils Caving on CIDH piles and cross passages Slow soldier pile installation Cobbles on soldier piles Running sand on soldier piles Boulders on tunneling, soldier piles and excavation support systems High GWT on soldier piles 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 	12	<p>The mitigation measures for the DSCs may involve one or all of the following:</p> <ul 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. CWPs 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.

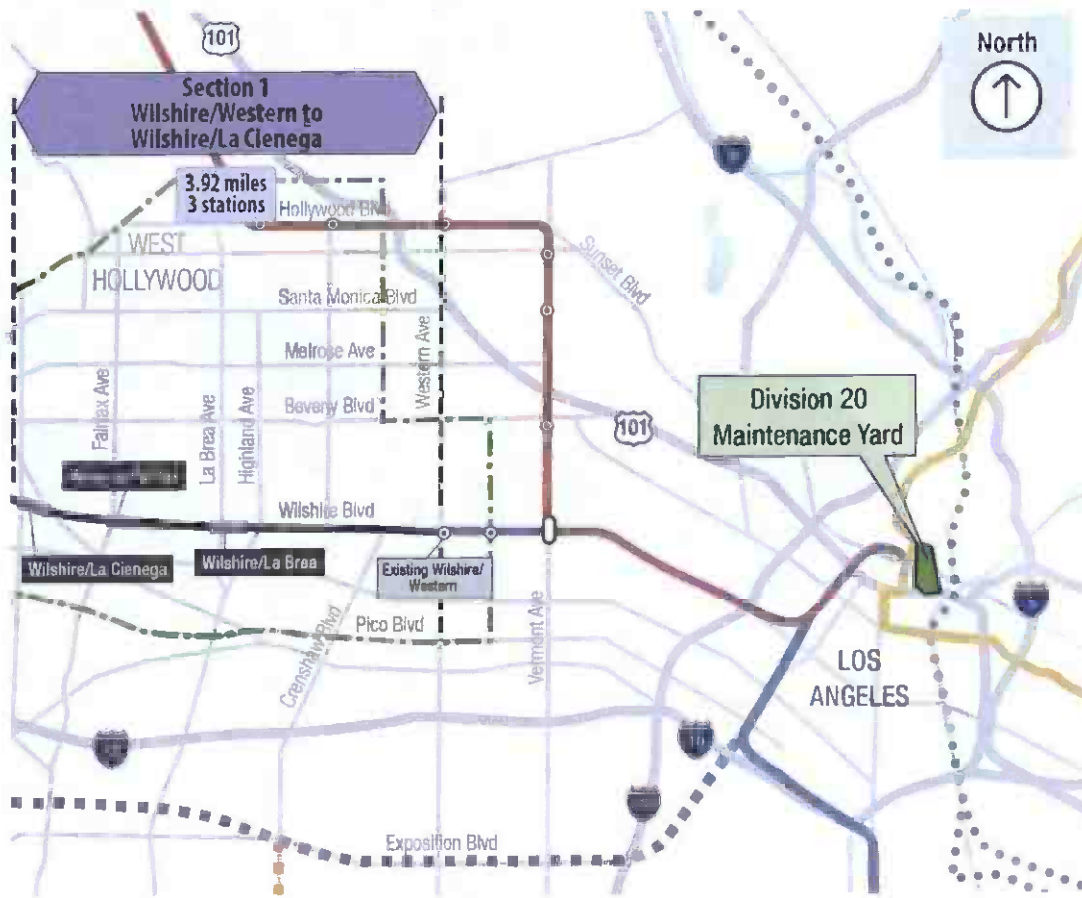
Top Risks and Mitigations (continued)

ID	Risk Description	Risk Rating	Mitigation Strategies
262	Tunneling issues: <ul style="list-style-type: none"> - Interface between station construction & tunneling - Muck handling with limited storage areas available onsite - Site limitations, stockpiling, how will muck be hauled offsite - Breakdowns & supporting equipment - Launching TBM - Ground settlement - Productivity 	12	<ol style="list-style-type: none"> 1. Review & monitor DB's CWP for tunneling & material handling. On-going 2. Discuss & review DB's strategy to handle conditioned muck 3. Suggest DB retain a conditioning/maintenance expert onsite during tunneling operations 4. Monitor point being installed. Ongoing 5. List of Parts available. 6. Back-up plan on productivity 7. Schedule tunneling issue mitigation workshop with DB contractor. 8. 100% excavation for TBM specs approved 9. Water proofing and leakage 10. Tunnel advisory panel in place (TAP)
320	96 th st Station - Metro future location accommodation - Construction	10	<ol style="list-style-type: none"> 1. Review current TIA #5 2. Monitor construction updates in Segment A

**Westside Purple Line Extension Section 1 Project
FTA Quarterly Review Meeting
February 22, 2017**



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



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

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

WPLE Section 1 - Wilshire/Western to La Cienega - December 2016		Project Schedule Report												Data Date: 31-Dec-16				
Activity Name	Finish	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029		
Record of Decision	09-Aug-12 A																	
Contract Procurements	30-Sep-15 A		■															
Advanced Utility Reloc.	31-Jan-17			■														
Right-of-Way	31-Mar-17			■														
Final Design - DB	10-Apr-17			■														
Construction	09-Jun-23																	
Testing/Pre-Rev. Srvs.	07-Nov-23																	
Forecast RSD	08-Nov-23																	
FFGA RSD	31-Oct-24																	

 Primary Baseline	 Remaining Work	 Baseline Milestone
 Actual Work	 Critical Remaining Work	 Milestone

Project Schedule Report
Data Date: 31-Dec-16

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

DOLLARS IN THOUSANDS

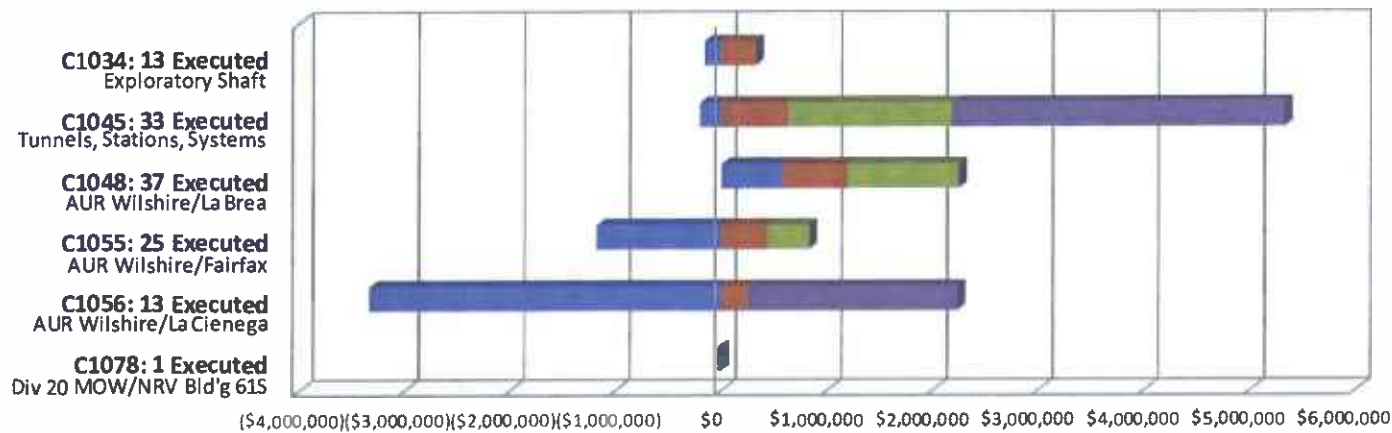
SCC CODE	DESCRIPTION	APPROVED FFGA BUDGET	CURRENT FFGA BUDGET	COMMITMENTS	EXPENDITURES	CURRENT FORECAST*	CURRENT FFGA BUDGET / CURRENT FORECAST VARIANCE
10	GUIDEWAY & TRACK ELEMENTS	565,080	380,680	380,970	24,650	387,938	7,258
20	STATIONS, STOPS, TERMINALS, INTERMODAL	570,051	431,981	435,439	38,540	440,245	8,264
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	39,086	37,673	34,156	806	39,327	1,655
40	SITWORK & SPECIAL CONDITIONS	139,820	745,771	768,503	421,326	790,811	45,040
50	SYSTEMS	123,579	111,625	98,008	10,186	113,574	1,949
CONSTRUCTION SUBTOTAL (10-50)		1,437,616	1,707,730	1,717,076	495,508	1,771,896	64,166
60	ROW, LAND, EXISTING IMPROVEMENTS	212,475	135,103	162,830	162,389	190,036	54,932
70	VEHICLES	160,196	160,196	-	-	145,493	(14,703)
80	PROFESSIONAL SERVICES	410,342	410,926	278,500	227,288	414,075	3,149
SUBTOTAL (10-80)		2,220,629	2,413,955	2,158,406	885,185	2,521,499	107,544
90	UNALLOCATED CONTINGENCY	225,859	32,532	-	-	241,112	208,579
100	FINANCE CHARGES	375,470	375,470	-	-	331,065	(44,405)
TOTAL PROJECT (10-100)		2,821,957	2,821,957	2,158,406	885,185	3,093,675	271,718

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

* CURRENT PROJECT BUDGET LESS CONCURRENT NON-FFGA ACTIVITIES

Westside Purple Line Extension Section 1 Project Current Contract Modifications Summary

Contract Modifications (MODs) by Cost Level

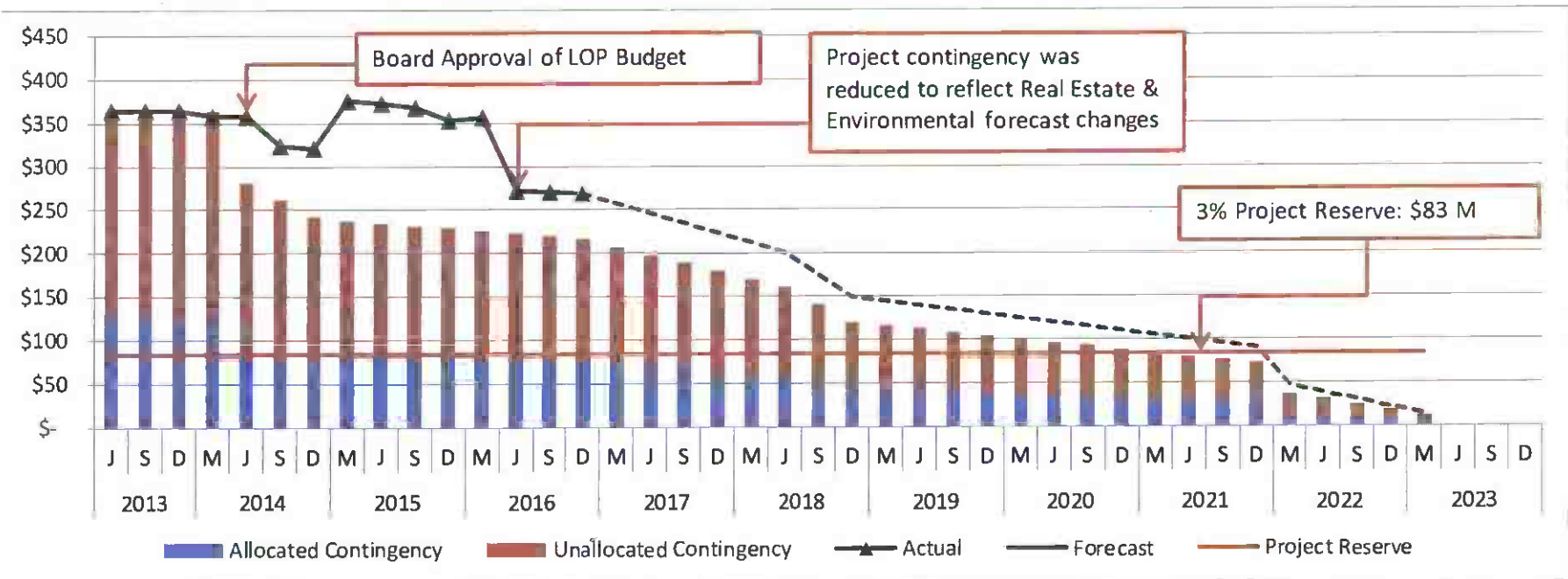


	C1034 13 Executed	C1045 33 Executed	C1048 37 Executed	C1055 25 Executed	C1056 13 Executed	C1078 1 Executed	Total
■ Under \$100K	(164,288)	(205,723)	574,448	(1,179,119)	(3,324,793)	(32,239)	(4,331,714)
■ \$100K to \$250K	321,000	626,791	616,809	436,190	245,024	-	2,245,814
■ \$250K to \$1M	-	1,554,550	1,050,980	390,709	-	-	2,996,239
■ Over \$1M	-	3,150,000	-	-	1,983,179	-	5,133,179
Total Contract MODs	156,712	5,125,618	2,242,237	(352,220)	(1,096,590)	(32,239)	6,043,518
Contract Award Amount	6,487,020	1,636,418,585	6,181,000	14,430,000	20,250,000	52,830,310	1,736,596,915
% of Contract MODs	2.4%	0.3%	36.3%	-2.4%	-5.4%	-0.1%	0.3%

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

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

Westside Purple Line Extension Section 1 Project Project Cost Contingency Drawdown



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



Clark Construction Group/Gruen Associates 30% Design Submittal Clark Murray Potholing Waterline for proposed Storm Drain

- Notice-To-Proceed for Contract C1078 was issued to Clark Construction Group on September 30, 2015.
- The Artist contract was awarded on September 27, 2016 and a limited Notice to Proceed has been issued. Artist and Exterior Panel Contractor met on December 16, 2016. Coordination meetings underway.
- Property Exchange Agreement is ongoing. Right-of-entry to do construction work will be executed between Chalmers and Metro. Easement for City of LA access road and track is being developed.
- Potholing for Storm Drain has commenced. Existing utility conflicts being reviewed.
- Construction for Sanitary Sewer relocation for Lucky Brand Jeans has commenced.
- Full access to follow on Contractor is expected in March 2017.

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

Memorandum Of Agreement (MOA)

- Approval of the Memorandum of Agreement (MOA) by the Beverly Hills City Council is pending FTA's consent of the sale of Parcel W-2307 to the City of Beverly Hills. Approval by the Beverly Hills City Council is anticipated in February 2017 and approval by the MTA Board is anticipated at the February 2017 Board meeting.

Westside Purple Line Extension Section 1 Project Advanced Utility Relocations, Stations, Tunnels and Systems



Wilshire/La Brea Station excavation under the deck



Pile operations at Wilshire/Fairfax Station along south Wilshire Boulevard

- Hanging of existing utilities from under the deck panels continues at the Wilshire/La Brea Station site.
- Excavation for the Wilshire/La Brea Station that commenced on October 12, 2016 continues beneath the deck panels.
- The Wilshire/Fairfax pile installation operation, which began on August 18, 2016, is scheduled to complete in February 2017. Station decking is currently planned to begin on the weekend of February 11, 2017.
- Potholing for the noise barrier installation at the Wilshire/La Cienega staging area has commenced.
- Jet grouting of the tunnel cross passages continues along Wilshire Boulevard. Jet grouting at cross passage (CP) 10 was completed in December 2016. Potholing for CP 8 is underway. The work along the reach 1 tunnel section is scheduled to continue through July 2017.
- Tunnel Boring Machines (TBMs) are being fabricated for delivery at the end of 2017. Tunneling is planned to begin in 2018.

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

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

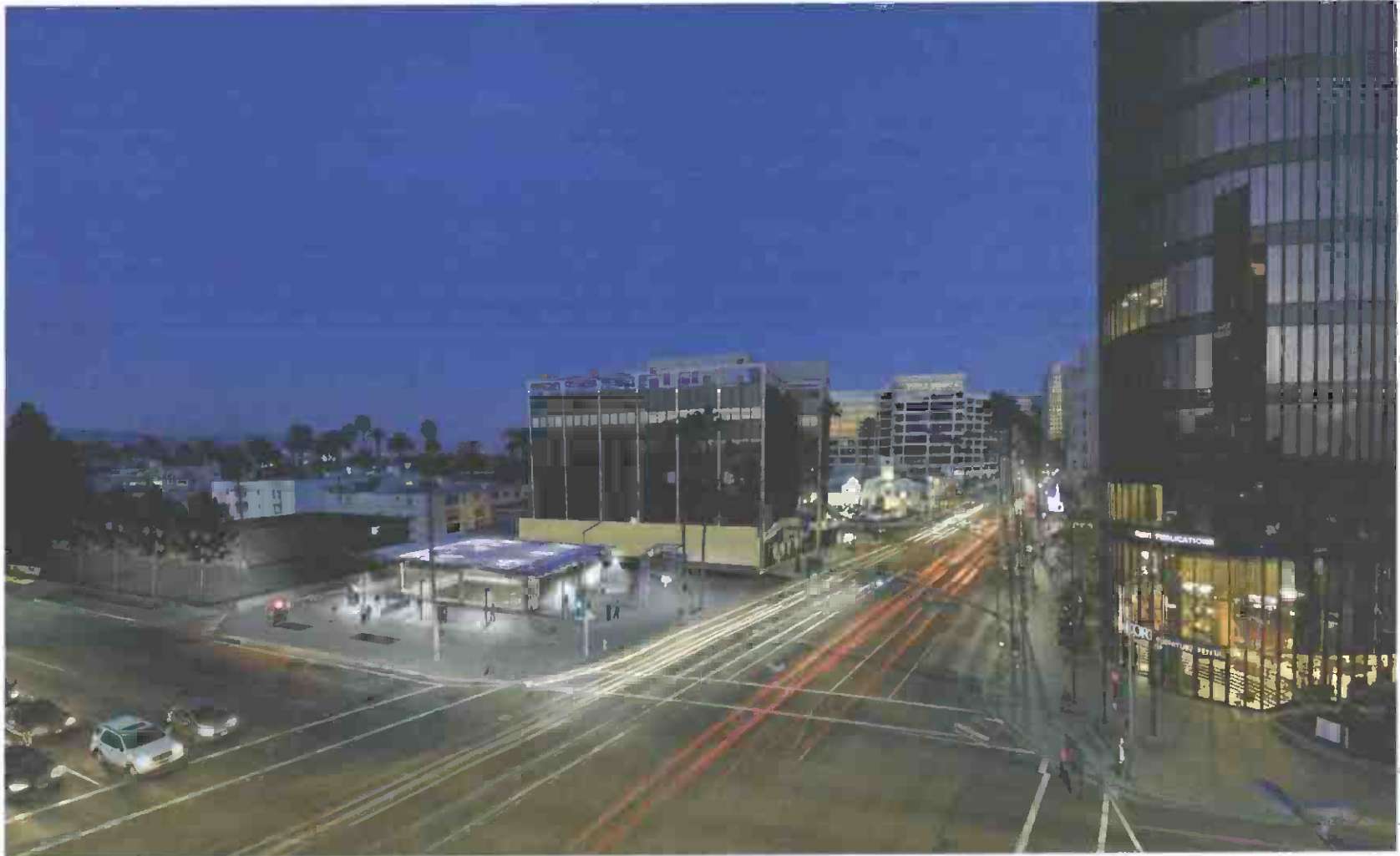
- DBE Goal – Design 20%
- Current DBE Commitment \$12,969,370 (20.25%)
- Current DBE Participation \$9,692,927 (16.81%)
- Fourteen (14) Design DBE subcontractors have been identified for Design

- DBE Goal – Construction 17%
- Current DBE Commitment \$259,306,471(17%)
- Current DBE Participation \$31,587,825 (8.51%)
- Sixty (60) Construction DBE subcontractors have been identified to-date

Westside Purple Line Extension Section 1 Project Top Risks & Mitigations

Risk ID	Risk Description	Risk Mitigation	Risk Score
633	Cost of ROW acquisitions exceeds the FFGA SCC Line Item.	<ol style="list-style-type: none"> 1. Metro's Life of Project Budget includes contingency that covers the increase. The Risk Score will remain as "high" until the \$3.15 billion Life of Project Budget is reconciled with the \$2.82 billion FFGA Budget. 2. Approval by FTA on property sales and whether the sales revenue can be allocated back to Project budget. 	15
288.1	Construction impacts including air quality, noise, and vibration 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.	<ol style="list-style-type: none"> 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. 3. The Wilshire/La Brea decking operation completed in 16 weekends versus a planned 22 weekends. 	9
628	Systems integration with existing Purple Line at Wilshire/Western Station.	<ol style="list-style-type: none"> 1. STS to perform a systems workshop to include PMOC and Metro. [Completed] 2. Contractor complying with Systems Integration Plan. [In Progress] 	8
256	Potential cost and schedule impact for building settlement and damage from underground construction and potential dewatering difficulties.	<ol style="list-style-type: none"> 1. Additional geotechnical investigations to be conducted during Final Design. 2. Conducted analysis for 2 stations 3. A modified contingency plan is under development for Wilshire/Fairfax and Wilshire/La Cienega stations. 	7.5

Westside Purple Line Extension Section 1 Project

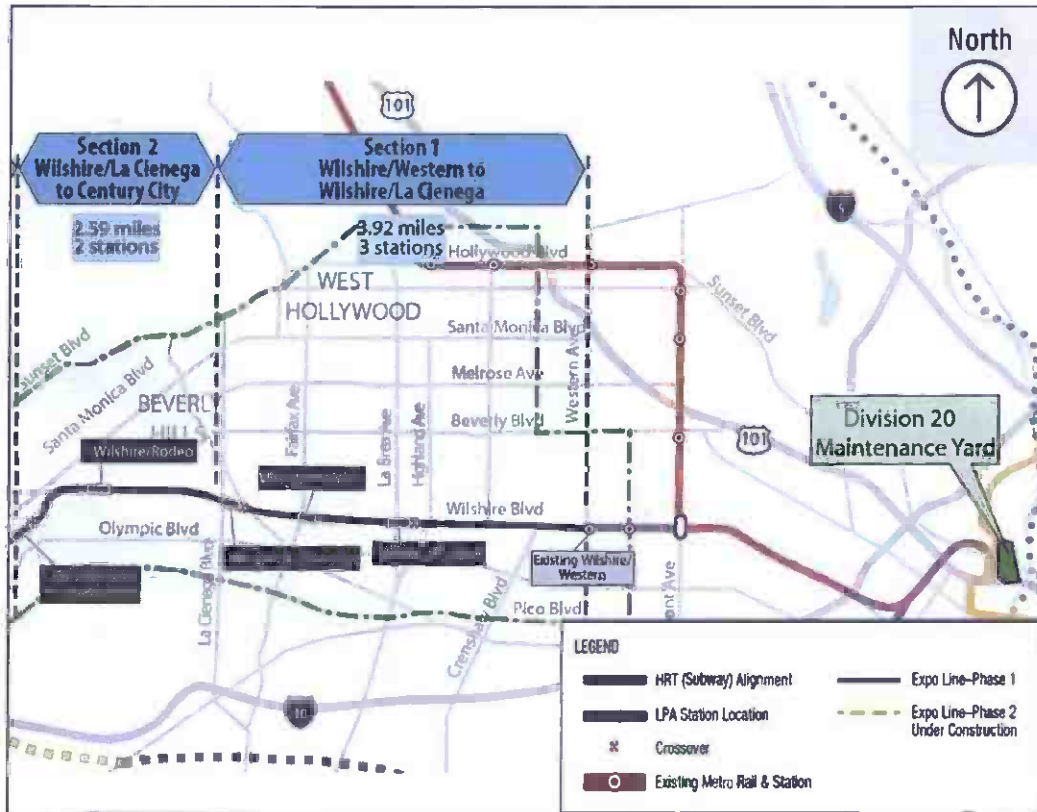


C1045 Design/Build Contract Computer-Generated Rendering of Wilshire/La Cienega Station

Westside Purple Line Extension Section 2 Project
FTA Quarterly Review Meeting
February 22, 2017



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 Full Funding Grant Agreement (FFGA) for the 2.59 miles project (Wilshire/La Cienega to Century City Constellation) – December 15, 2016
- Twin-bored tunnels and two new subway stations
 - Wilshire/Rodeo
 - Century City Constellation
- FFGA Budget
 - \$2.50 Billion
- Revenue Service Date (RSD)
 - Forecast – August 2025
 - FFGA – December 2026

Westside Purple Line Extension Section 2 Project Funding and Approvals

- All Federal Funding sources have been approved:
 - FFGA - December 15, 2016.
 - TIFIA Loan - December 20, 2016.
- A Life-of-Project Budget (LOP) Budget of \$2.441 billion (excludes finance costs) was approved by the Metro Board Meeting on January 26, 2017.



FFGA Ceremony in Century City, January 5, 2016.

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

- On January 26, 2017, Metro Board approved the recommendation to award a 102-month firm fixed price contract under Request for Proposal (RFP) No. C1120 to Tutor Perini/O & G, a Joint Venture, the responsive and responsible Proposer determined to provide Metro with the best value for the final design and construction of the Section 2 Project for a firm fixed price of \$1,376,500,000.
- Notice to Proceed for the C1120 Design/Build Contract is anticipated by April 2017.

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

Century City Constellation Station

- Telecom joint trench – Approximately 1,896 LF of trench has been completed to date. Anticipated completion: Duct bank construction - April 2017. Cable pulling/splicing - June 2017.
- SCG - Preconstruction meeting scheduled for February 15, 2017.
- AT&T - Design plans and Worksite Traffic Control Plan (WTCP) have been approved by LABOE/LADOT.
- LADWP Power – Design plans have been approved by LABOE.

Wilshire/Rodeo Station

- SCE - Received COBH staff concurrence on final design plans. City Council directed staff to negotiate MOA for AUR work. Work may not start as anticipated.
- SCG – Awaiting COBH staff comments on final WTCP and design plans AT&T - Final design plans submitted to COBH staff on January 19, 2017. Awaiting COBH comments.



Joint Trench Construction at Constellation Blvd / Avenue of the Stars

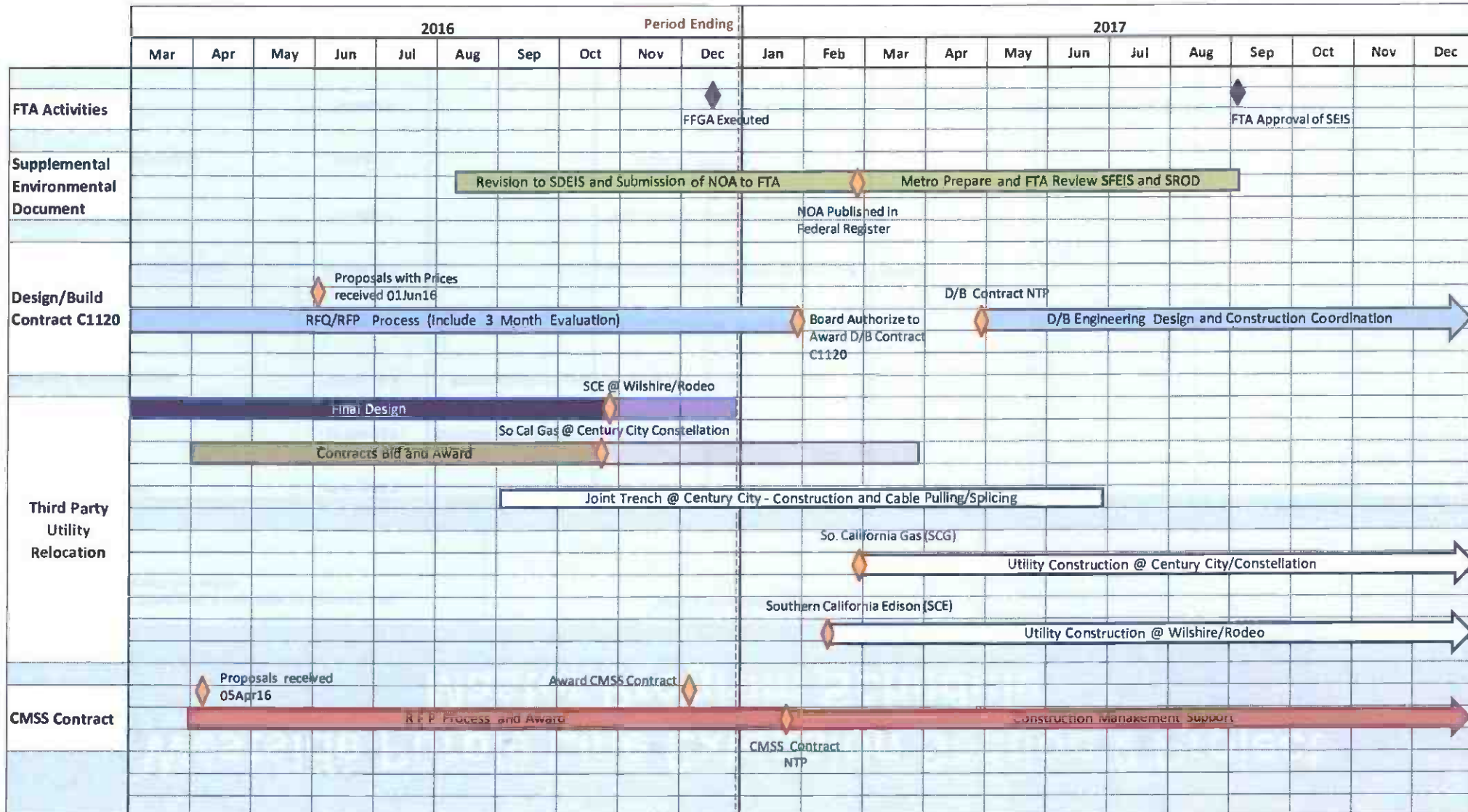
Westside Purple Line Extension Section 2 Project Current Project Cost Status

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	8,278	747	406,955
50	SYSTEMS	96,734	-	-	96,734
CONSTRUCTION SUBTOTAL (10-50)		1,406,389	8,278	747	1,406,389
60	ROW, LAND, EXISTING IMPROVEMENTS	312,422	166,839	83,243	312,422
70	VEHICLES	85,351	-	-	85,351
80	PROFESSIONAL SERVICES	383,941	80,754	50,594	383,941
SUBTOTAL (10-80)		2,188,104	255,870	134,584	2,188,104
90	UNALLOCATED CONTINGENCY	222,441	-	-	222,441
100	FINANCE CHARGES	88,695	-	-	88,695
TOTAL (10-100)		2,499,240	255,870	134,584	2,499,240

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

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



Westside Purple Line Extension Section 2 Project Risk/Risk Register Status

Risk 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

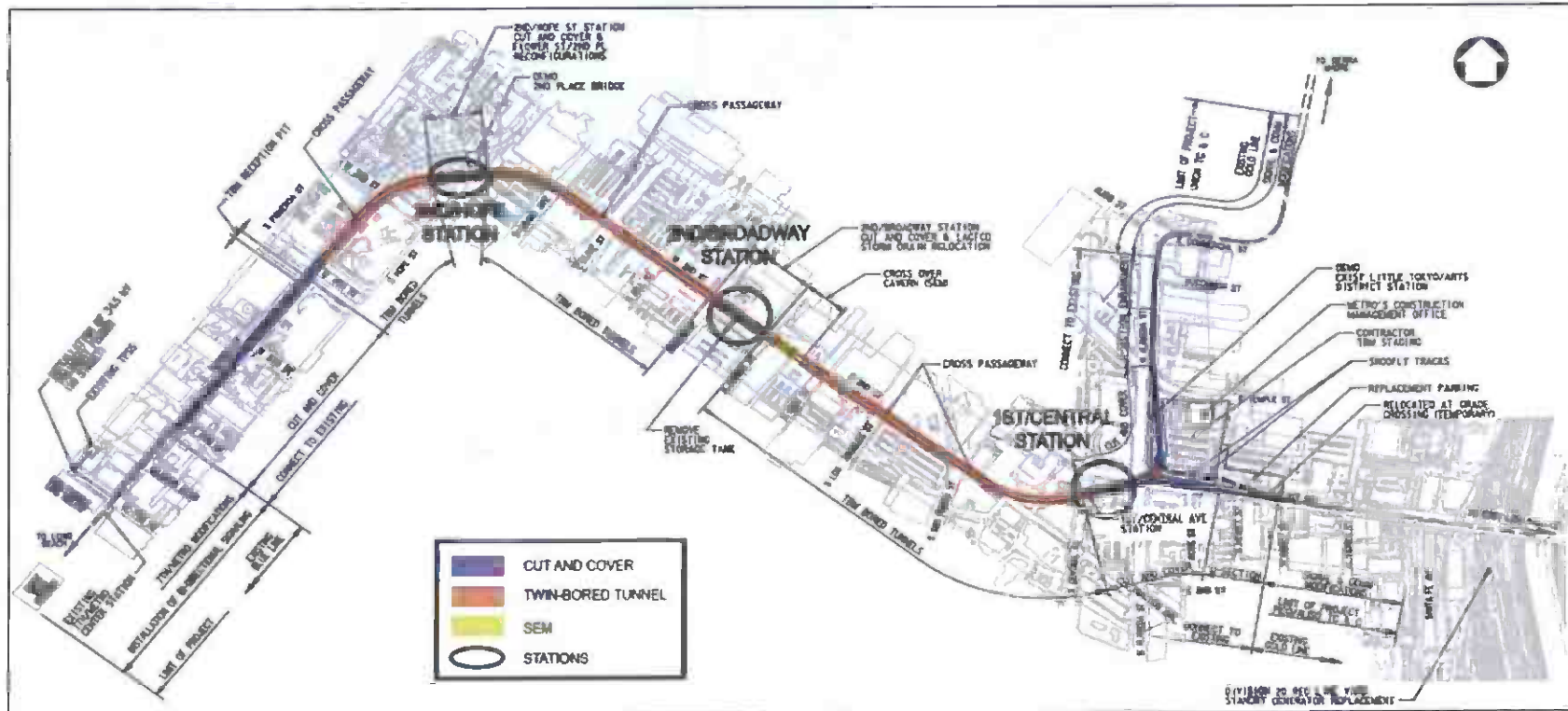


Wilshire/Rodeo Station

Regional Connector Transit Corridor FTA Quarterly Review – February 22, 2017



Project Description



1.9 mile Link Connecting Blue & Expo Lines with Gold Line
3 New Stations
\$1.599 Billion (Life of Project Budget)
90,000 Daily Project Transit Trips
17,700 Daily New Transit Trips

Executive Summary

- Overall Project Progress at 31%
- Final Design at 96%
- Construction Progress at 27%
- Board approved LOP increase of \$204M to \$1.756B
- Board approved Modification No. 74 to RCC for delays and various costs; pending execution
- Contract work hours through November 2016 are 1.19M with no lost time; RIR is 1.0
- Tunnel mining operations have commenced; expect first bore to be complete in May



Executive Summary (Cont.)

- Excavation and lagging continue at 2nd/Hope Station in preparation for invert; concrete in March
- Waterline installation, power relocation work, and utility/potholing investigation are the primary focus of weekday work on Flower Street; pile and deck beam installation are being completed under weekend closures

Executive Summary (Cont.)

Real Estate

- Court date set for April 4th for Japanese Village Plaza condemnation trial
- Tunnel easement with Broad pending signature and MTA Board approval
- Submitted revised certification for additional right of way required for the Fan Plant
- Formal offer presented to LADWP for the Duco Yard TCE and permanent easement areas; LADWP submitted its estimate of the modification required to their yard to continue their operations. Estimate is being reviewed by the Project

Construction Update 1st/Central/Tunneling



TBM assembly



TBM final preparations for launch



Muck conveyor at Mangrove/Launch Pit

Construction Update

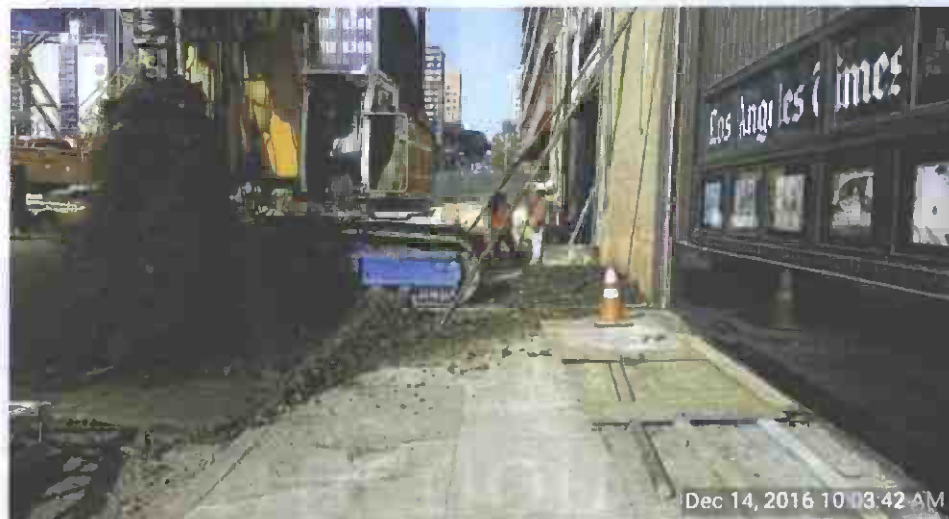
2nd/Broadway



Excavation and utility exposure on 2nd Street



Deck beam installation on 2nd Street



Piling completed adjacent to LA Times

Construction Update 2nd/Hope



Surveying grades to invert at west end of station

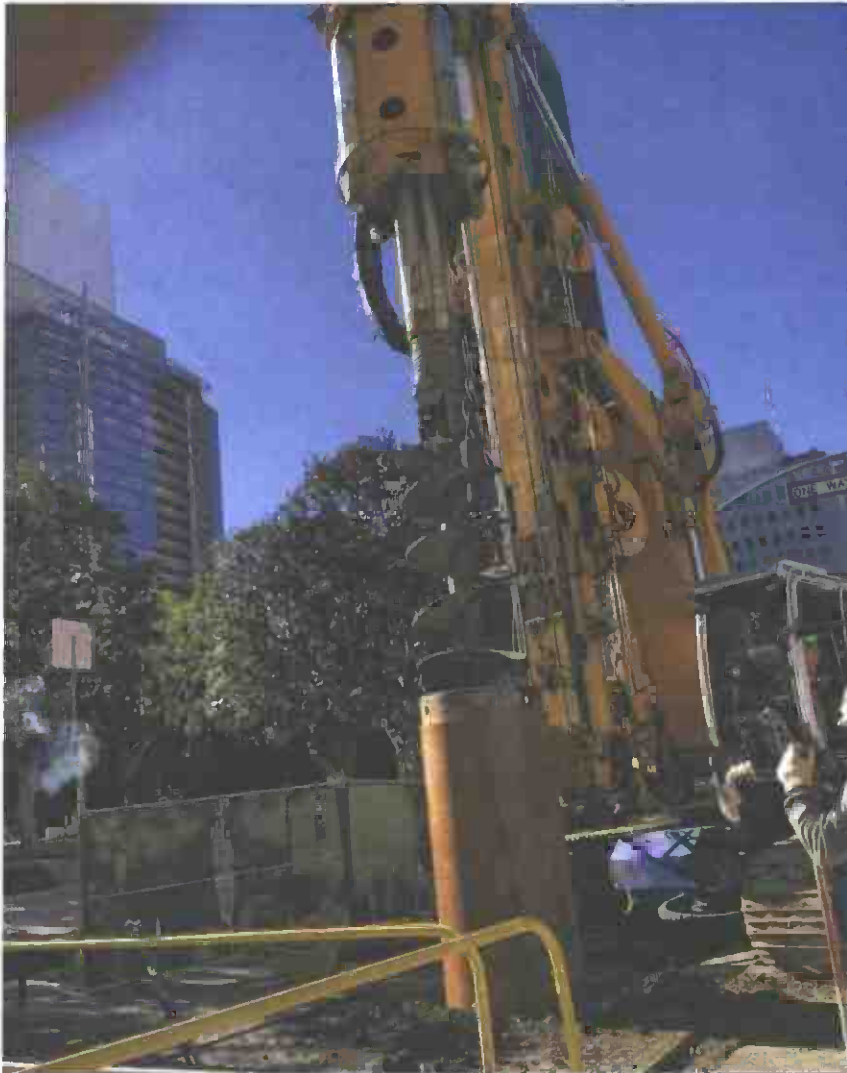


Dewatering at Hope Station box excavation



Excavation and lagging at station center

Construction Update Flower Street



Drilling for pile installation at 5th/Flower



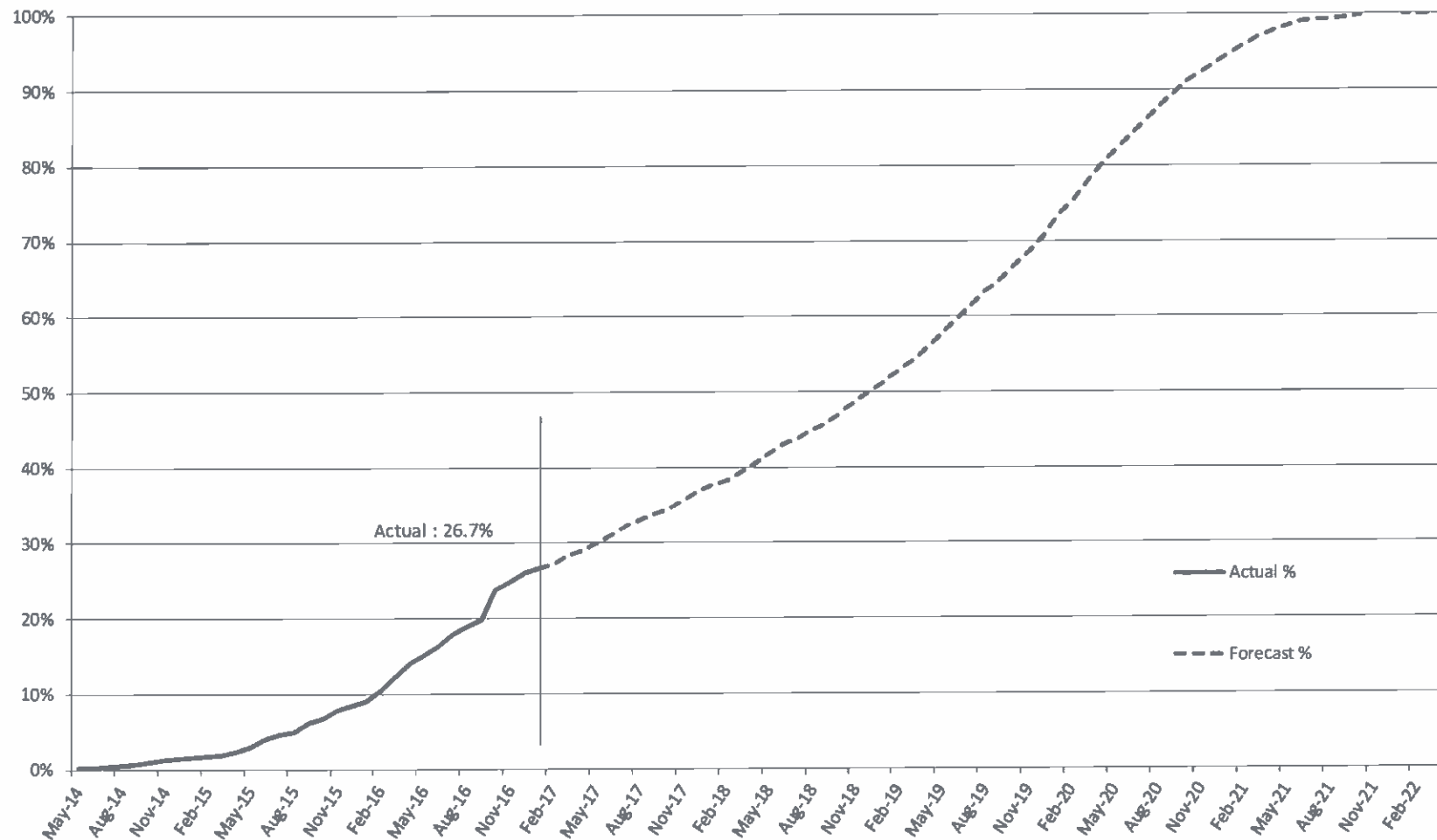
Installation of deck beams across Flower Street



Welding of deck beams

Construction Progress Planned vs. Actual

Regional Connector - Construction Progress as of January 2017



Cost and Schedule Update

Cost Analysis (Proposed FFGA)

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT (860228)
 PERIOD ENDING JAN 2017
 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	223,045	212,403	63,198	223,045	0
20	STATIONS, STOPS, TERMINALS, INTERMODAL	354,268	220,444	219,984	28,490	220,444	0
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDGS	0	0	0	0	0	0
40	SITWORK & SPECIAL CONDITIONS	141,785	485,940	463,259	299,861	486,540	600
50	SYSTEMS	69,667	72,271	63,689	3,435	72,271	0
	CONSTRUCTION SUBTOTAL (10-50)	846,343	1,001,701	959,336	394,984	1,002,301	600
60	ROW, LAND, EXISTING IMPROVEMENTS	115,889	80,287	74,219	46,477	80,287	0
70	VEHICLES	16,275	16,275	16,275	1,678	16,275	0
80	PROFESSIONAL SERVICES	261,455	305,742	254,848	206,301	305,742	0
	SUBTOTAL (10-80)	1,239,963	1,404,005	1,304,679	649,440	1,404,605	600
90	UNALLOCATED CONTINGENCY	135,399	53,202	0	0	52,602	-600
100	FINANCE CHARGES	27,571	14,301	0	0	14,301	0
	TOTAL PROJECT (10-100)	1,402,932	1,471,508	1,304,679	649,440	1,471,508	0

Note: Expenditures reflects FIS incurred cost through Jan 2017 plus pending invoices from RCC, CPJV and Arcadis.
 Assumes FFGA amendment is deferred.

Cost and Schedule Update

Summary Schedule

Regional Connector Master Schedule Current			Regional Connector Level 1 Schedule												MASTER SCHEDULE JANUARY 2017																							
Activity ID	Activity Name	Finish	2014				2015				2016				2017				2018				2019				2020				2021				2022			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4				
	Regional Connector Master Schedule Current (January 20	28-Dec-21																																				
	Project Planning & Development	29-Jun-12 A																																				
	FFGA / TIFIA Loan Approved	20-Feb-14 A	▼ 20-Feb-14 A																																			
	Engineering	25-Sep-17	▶ 25-Sep-17																																			
	Preliminary Engineering	20-Mar-13 A	▶ 25-Sep-17																																			
	Final Design	25-Sep-17	▶ 15-Aug-18																																			
	Right of Way		▶ 21-Feb-20																																			
	Metro Furnished Equipment		▶ 28-Dec-21																																			
	Construction		▶ 28-Dec-21																																			
	Design/Builder C0980 NTP	07-Jul-14 A	▼ 07-Jul-14 A																																			
	General Requirements	28-Dec-21	▶ 28-Dec-21																																			
	Site Work & Temporary Facilities	27-Oct-16 A	▶ 27-Oct-16 A																																			
	Utilities (Including 3rd Parties)	02-Dec-20	▶ 02-Dec-20																																			
	Gulldeway & Track	04-Jan-21	▶ 04-Jan-21																																			
	Tunnelling	30-Mar-18	▶ 30-Mar-18																																			
	Cut & Cover Flower	04-Jan-21	▶ 04-Jan-21																																			
	Other Cut & Cover / Cut & Trench	30-Jan-17	▶ 30-Jan-17																																			
	Track Construction	08-Oct-20	▶ 08-Oct-20																																			
	SEM	26-Mar-20	▶ 26-Mar-20																																			
	Stations	07-Jul-21	▶ 07-Jul-21																																			
	Systems	24-Aug-21	▶ 24-Aug-21																																			
	Testing	24-Nov-21	▶ 24-Nov-21																																			
	Start Up	28-Dec-21	▶ 28-Dec-21																																			
	Pre-Revenue Operations	28-Dec-21	▶ 28-Dec-21																																			
	Substantial Completion	29-Oct-21	▶ 29-Oct-21																																			
	RSD	28-Dec-21	▶ 28-Dec-21																																			

▶ Remaining Work
◆ Milestone

1 of 1
Regional Connector Level 1 Summary Schedule
Los Angeles County Metropolitan Transportation Authority

Data Date : 28-Jan-17
Current Date : 09-Feb-17

Risk Assessment Status

Top Five Risks (January 2017)

RISK ID	RISK DESCRIPTION	RISK SCORE	ACTION ITEMS
326	Delay in LA Times easement may impact SOE, schedule and costs.	14	<ol style="list-style-type: none"> 1. Study alternative designs. 2. Maintain communication with owner. 3. Expedite COLA reviews and acceptance of SOE designs.
213	Law suits at Flower Street may delay the Project and increase costs.	14	<ol style="list-style-type: none"> 1. Strict compliance of Mitigation Monitoring and Reporting Requirements (MMRP). 2. Review of RCC plans and activities. 3. Outreach to stakeholders. 4. Meeting weekly with Bonaventure to share work plans and discuss concerns/requests. 5. Interface with other Flower Street stakeholders to discuss on-going plans and issues.
307	Excusable design delays may result in extended performance costs.	10	<ol style="list-style-type: none"> 1. Ride-out Design Units 4 & 5 reviews. 2. Outline data needs to RCC/MM. 3. RCC to resubmit documentation for damages.
225	Inadequate or incomplete system integration and testing efforts may precipitate delayed Revenue Service Date.	10	<ol style="list-style-type: none"> 1. Organize Tiger Team comprised of Metro and RCC to plan systems installation, testing and acceptance. Identify specific interfaces with live facilities to plan and schedule track allocation, access to/through facilities, systems equipment upgrade / replacement, ROC communication, etc. 2. Set up provisions of Tiger Team and work with Metro to identify them. 3. Revise organization chart and staffing plans. 4. Create access database to track systems/MEP issues. 5. Ongoing monthly meetings. 6. Include PMOC in Systems Integration Meetings.
327	2nd/Hope Station may not be ready to receive TBM and may delay schedule.	10	<ol style="list-style-type: none"> 1. Require adequate resources to ensure completion of the invert. 2. Plan the necessary areas for sequential pouring work. 3. Ready concrete specification for accelerated curing.

Disadvantage Business Enterprise

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

Design	<ul style="list-style-type: none"> • DBE Goal • Current DBE Commitment • Current DBE Participation • Twelve (12) Design DBE sub-consultants have been identified to date 	<p>20%</p> <p>\$11.3M (22.63%)</p> <p>23.04%</p>
Construction	<ul style="list-style-type: none"> • DBE Goal • Current DBE Commitment • Current DBE Participation • Fifty-three (53) Construction DBE sub-consultants have been identified to date 	<p>18%</p> <p>\$157.7M (18%)</p> <p>17.99%</p>

Questions



Patsaouras Plaza Bus Station

FTA Quarterly Review – February 22, 2017



Patsaouras Plaza Bus Station

Project Description



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



Patsaouras Plaza Bus Station Project Budget



ELEMENT CODE	ELEMENT DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET	COMMITMENTS	EXPENDITURES	CURRENT FORECAST	BUDGET / FORECAST VARIANCE
				TO DATE	TO DATE	TO DATE	
C	CONSTRUCTION	19,992,000	25,435,000	25,596,000	6,004,000	25,857,000	422,000
S	SPECIAL CONDITIONS	750,000	2,517,000	1,005,000	147,000	1,810,000	(707,000)
R	RIGHT-OF-WAY	-	-	-	-	-	-
P	PROFESSIONAL SERVICES	7,425,000	9,024,000	7,473,000	6,449,000	9,700,000	676,000
PC	PROJECT CONTINGENCY	2,817,000	2,817,000	-	-	2,426,000	(391,000)
TOTAL PROJECT		30,984,000	39,793,000	34,074,000	12,600,000	39,793,000	-

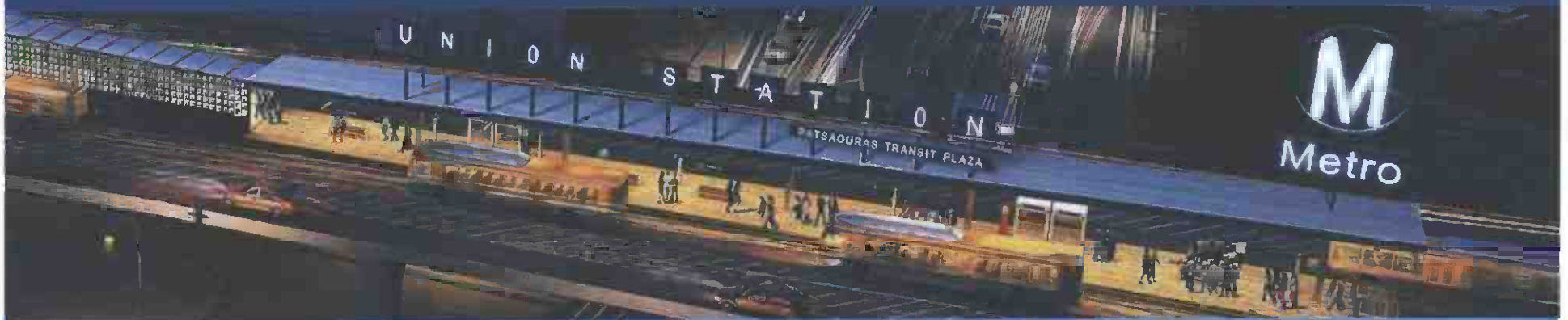


Expenditures through December 31, 2016



Patsaouras Plaza Bus Station

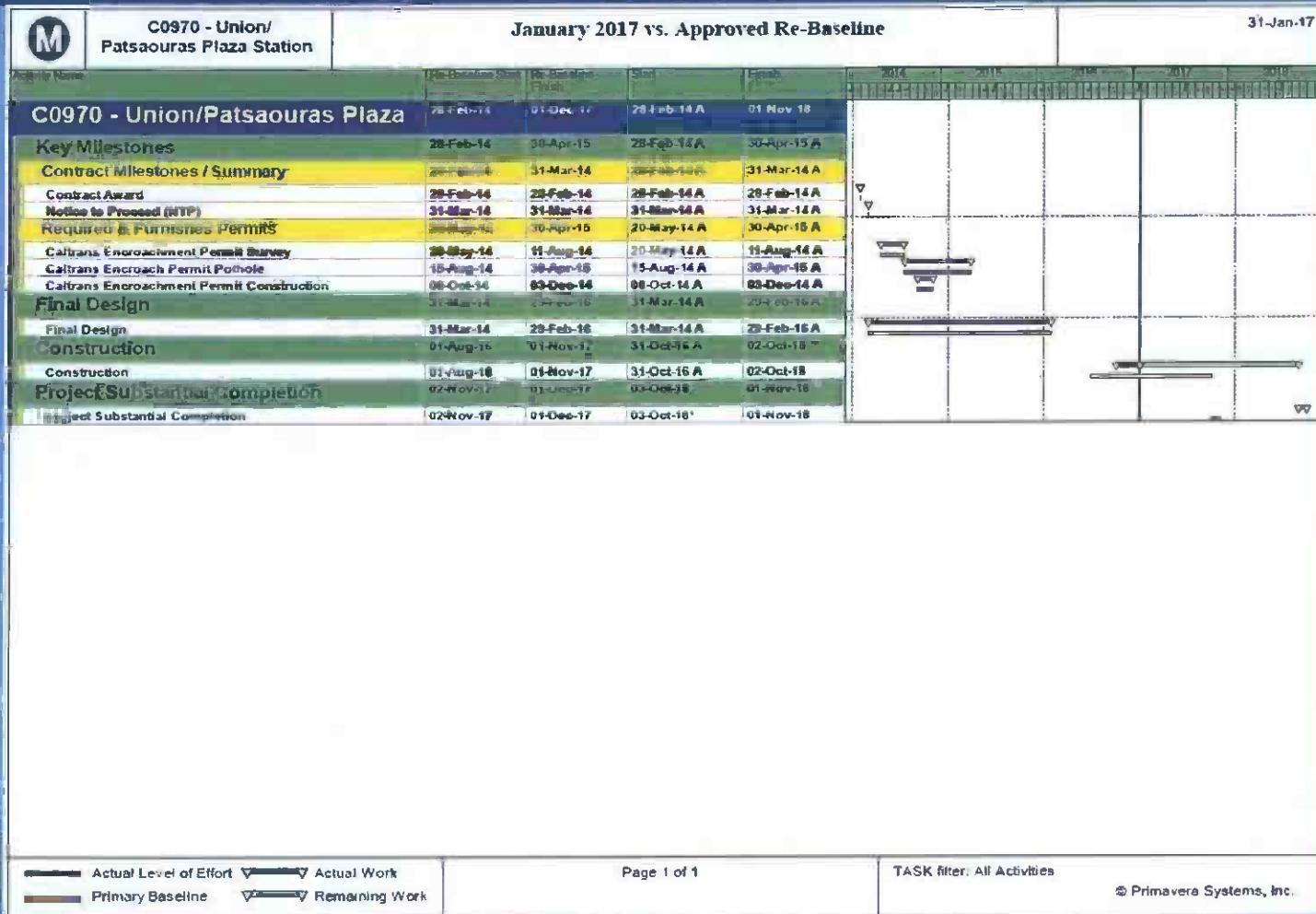
Issues With Potential to go Above \$100,000



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



Actual Level of Effort
 Actual Work
 Primary Baseline
 Remaining Work



Metro

* Contractor's current schedule. Actual finish to be negotiated.



Patsaouras Plaza Bus Station

Design/Build Contract C0970 - Current Quarter Update



Design Status

- Pedestrian Ramp/Bridge/Station (structures): AFC design package awaiting Caltrans approval.
- Civil/Roadway: AFC design package awaiting Caltrans approval. Submitted final design of pedestrian walkway/stairs/elevator tower
- Metro Right-of-Way: Metro review and approval.

Environmental

- Caltrans approved Contractor's Health and Safety Plan and Lead Compliance Plan.

Right of Way

- R/W Certification acquired from Caltrans regarding project's real estate and utility issues.



Patsaouras Plaza Bus Station

Design/Build Contract C0970 - Concerns



- Ramirez Street Closure Traffic Control Plan
- Contractor's Construction Work Plans
- Center Street Traffic Control Plan
- Supplemental PSR/PR
- Construction Schedule



Patsaouras Plaza Bus Station

Activities for Next Quarter



- Obtain approval of Metro Elevator Structure
- Remove ADL Soils
- Initiate utility relocation work
- Mobilize drilling equipment
- Start drilling Abutment 1 piles

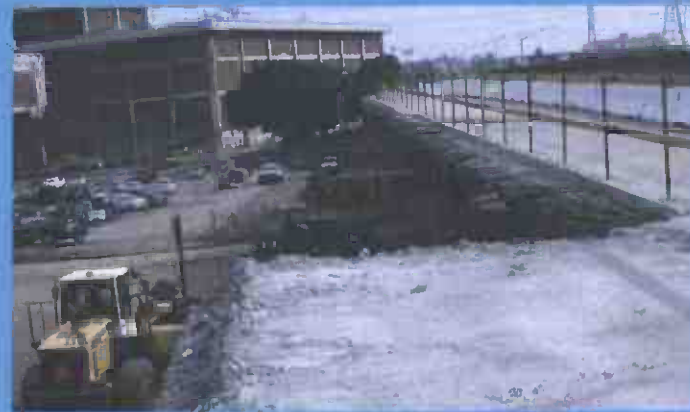


Patsaouras Plaza Bus Station

Construction Photos



Vignes Closure



Edge of Deck Removal



Industrial Waste Tanks



Utility Relocation



Metro



Willowbrook/Rosa Parks Station

FTA Quarterly Review – February 22, 2017



Willowbrook/Rosa Parks Station

Project Description



- Lengthens the Metro Blue Line station platform by 30 feet
- Creates a new southern at-grade crossing and entrance to Blue Line platform
- Expands existing bus terminal and relocates it closer to the station
- Constructs a new civic plaza with a Metro Customer Service and Transit Security Facility and Bike Hub
- Constructs a new passenger pick-up and drop-off area
- Facility enhancements include upgraded signage and lighting

Willowbrook/Rosa Parks Station

Preliminary Funding Plan



Funding Source	Amount
TIGER VI Discretionary Funds	\$10,250,000
Local (TIGER Match)	\$16,000,000
Other Local Funds	\$28,300,000
Local - Preliminary Engineering	\$4,000,000
State Active Transportation Program	\$2,900,000
MSRC	\$2,500,000
Expresslanes Net Toll Revenue	\$2,000,000
County CDC (in-kind land value)	\$750,000
TOTAL	\$66,700,000



October 14, 2015 Planning and Programming Committee
October 22, 2015 Metro Board Meeting

Willowbrook/Rosa Parks Station

Preliminary Construction Budget

Activity	BUDGET	COMMITMENTS	EXPENDITURES	CURRENT FORECAST	BUDGET / FORECAST VARIANCE
Blue Line Improvements (<i>Items 1-5: Platform Extensions, Canopies, Grade Crossing Improvements, new South Entrance, ROW Fencing</i>)	\$4,747,240	\$4,747,240	\$0	\$ 14,462,165.63	(\$9,714,926)
Green Line Improvements (<i>Items 6-9: Vertical Circulation, Lighting & Acoustical Enhancements</i>)	\$14,417,979	\$14,417,979	\$0	\$ 5,888,953.86	\$8,529,025
New Construction (<i>Items 10-13: Civic Plaza, Metro Customer Service Center, Sheriff's</i>)	\$16,642,913	\$16,642,913	\$0	\$ 30,524,213.23	(\$13,881,300)
Bus and Shelter Improvements (<i>Items 14-16: Improvements to West and East Bus Depots</i>)	\$3,462,904	\$3,462,904	\$0	\$ 3,267,271.50	\$195,633
Parking Improvements (<i>Items 17-19: Safety enhancement and reconfiguration for both East and West Park & Ride Lots</i>)	\$3,555,068	\$3,555,068	\$0	\$ 3,063,448.87	\$491,619
Circulation Improvements (<i>Items 20-23: Signage, Transit Hall, Pedestrian Promenade, Kiss & Ride Lot</i>)	\$4,844,679	\$4,844,679	\$0	\$ 1,768,203.73	\$3,076,475
Site-Wide Improvements (<i>Items 24-26: General Site Work, Landscaping, Artwork</i>)	\$3,236,024	\$3,236,024	\$0	\$ 7,545,251.37	(\$4,309,227)
Preliminary Engineering and Final Design	\$4,281,888	\$4,281,888	\$2,644,690	\$ 4,415,344.00	(\$133,456)
Contingency (10%)	\$5,518,878	\$5,518,878	\$0	\$ 6,651,950.82	(\$1,133,073)
Land Transaction	\$4,650,000	\$4,650,000	\$3,334,422	\$ 4,650,000.00	\$0
Tenant Relocation	\$1,300,000	\$1,300,000	\$10,878	\$ 1,300,000.00	\$0
Total Project Cost	\$66,657,573	\$66,657,573	\$5,989,990	\$ 83,536,802.99	(\$16,879,230)

Note: Expenditures cumulative through 1/30/2017



Willowbrooks/Rosa Parks Station

Project Schedule

MILESTONE	Baseline Date	Current Date
Grant Award	01/17/14	01/17/14
Environmental Finding	08/01/15	08/01/15
Preliminary Engineering		
30% Design	09/09/16	09/09/16
Final Design		
60% Design	11/18/16	12/29/16
100% Design	11/30/16	7/06/17
Third Party Approval (Caltrans/LACDPW)	03/24/17	03/24/17
Completion of Land Transfer	07/01/16	07/01/17
TIGER Funds 100% Obligated	09/30/16	06/08/16
Design Bid Docs/Date: Early Start		
Bid Set Submittal		03/27/17
Contract Award		05/22/17
Construction		
Notice to Proceed		06/30/17
Begin Construction		10/24/17
Design Bid Docs/Date: Packages A & B		
Bid Set Submittal	10/31/16	06/01/17
IFB Issue	05/01/16	08/04/17
Contract Award	09/01/16	10/27/17
Construction		
Notice to Proceed	10/30/16	12/22/17
Begin Construction	05/30/17	03/20/18
End Construction (substantial completion)	10/31/18	10/07/19
Project Closeout Date	04/30/19	04/06/20



Metro

Willowbrook/Rosa Parks Station

Current Quarter Update



- Advanced Conceptual Engineering to 60%
- Developed the Risk Register
- Resequenced work to meet Tiger grant deadline
- Signed MOUs with CALTRANS, LACDPW, Union Pacific, and Edison

Willowbrook/Rosa Parks Station

Activities for Next Quarter



- Complete cost estimate for the 60% design package
- Advance the 90% design package for Early Procurement Package
- Issue a contract modification for Final Design
- Submit the crossing applications to CPUC
- Continue the real estate acquisition process



Metro

Eastside Access Improvements Project

FTA Quarterly Review Meeting

February 22, 2017



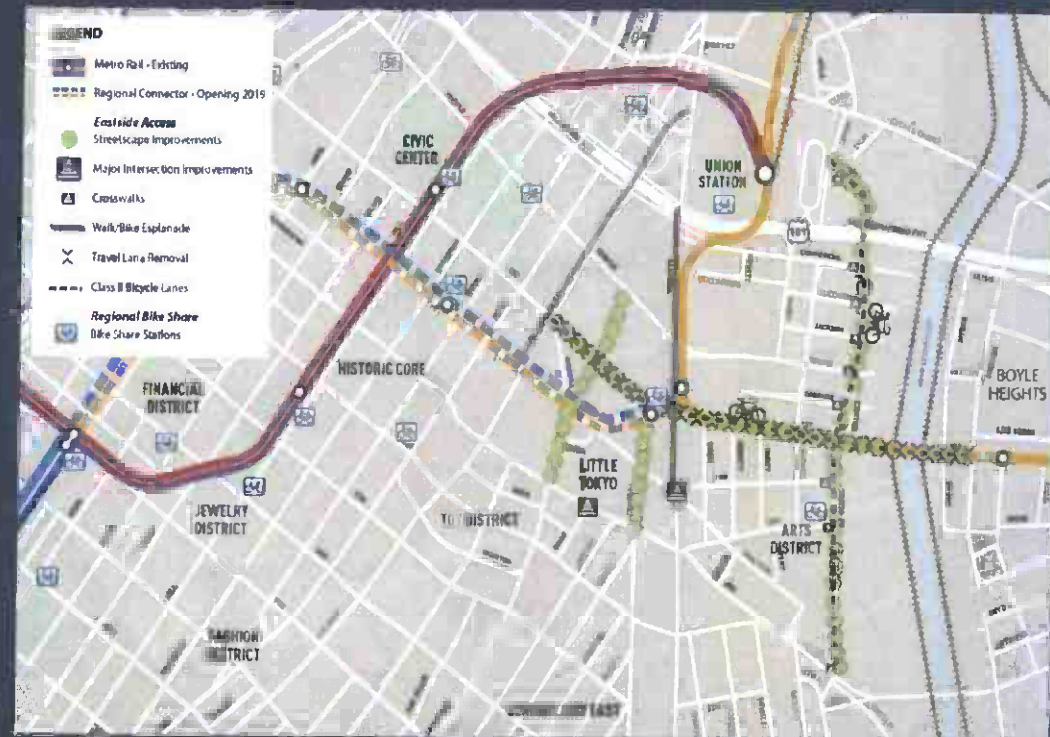
Eastside Access Improvements

Status

- Submitted 30% conceptual design for City Departments review and comment
- Conducted the Meet and Greet with City Departments and initiated comment resolution meetings

Next Steps

- On-going resolution meetings with City Departments
- Submittal of 30% engineering plans for City Department review
- Development of construction phasing plan to construct the improvements



Eastside Access Improvements Santa Fe Avenue by SCI ARC

Before



After (new bike lanes)



Metro

Metro Eastside Access Improvements

Current Project Budget and Expenditures

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

Activities	Approved Budget	Current Budget	Expenditures To Date
Signage	\$95,000	\$95,000	\$3,905.53
Landscaping	\$295,000	\$295,000	\$12,126.83
Pedestrian Access / Walkways	\$7,855,000	\$7,855,000	\$325,251.29
Bicycle Access	\$8,555,000	\$8,555,000	\$351,678.09
TOTAL	\$16,800,000	\$16,800,000	\$692,961.74



**Los Angeles County
Metropolitan Transportation Authority**

P3010 Light Rail Vehicle Acquisition Program



FTA Quarterly Meeting

Reporting Period: Nov 2016 - Jan 2017

Presentation Date: February 22, 2017



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 Monrovia Shop to perform post shipment inspection and vehicle-level qualification testing:

Car Number	Shipment Dates
1056	November 3, 2016
1057	November 11, 2016
1058	November 16, 2016
1059	November 23, 2016
1060	December 2, 2016
1061	December 8, 2016
1062	December 14, 2016
1063	December 22, 2016
1064	December 30, 2017
1065	January 10, 2017
1066	January 12, 2017
1067	January 20, 2017
1068	January 25, 2017
1069	January 30, 2017

- KI continues final assembly on Cars No. 1070 thru 1078 (Base Order) and Cars No. 1079 thru 1086 (Option 1 Order) in Palmdale, CA.



P3010 Light Rail Vehicle Acquisition Program

MAJOR ACTIVITIES DURING REPORTING PERIOD

Commissioning Sites (Metro Gold, Blue & Green Lines)

- Conditional Acceptance for Pilot Cars 1 & 2 has been delayed per KI's December 2016 Schedule Update. There are several reported reasons for the delay:
 - a) A prolonged duration for the 4,000 Mile Operational Test.
 - b) Unavailability of train operators for commissioning.
 - c) Car shipment site changes between Green Line Shop and Monrovia Shop.
 - d) Insufficiency of tracks for commissioning testing.
 - e) Commissioning sites changes between Green/Blue Line and Foothill Extension Line.
 - f) KI's Final Assembly site power outage and water supply shortage.

Production Conformance Tests & 1,000 miles Acceptance burn-in

- Metro had Conditional Accepted fifty two (52) cars as of Jan 31, 2017 where thirteen (13) and forty (37) Cars are currently available for revenue service at Gold/Foothill Line and Expo Lines respectively. 2 other Conditional Accepted cars (Cars 1056 & 1059) are pending CPUC approval.
- KI continues with the vehicle-level Production Conformance (Routine) testing on the remaining shipped Cars 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 submitted the schedule recovery plan separately in early August 2016 was disapproved. KI is to revise and resubmit the plan.
- The Base Buy final car delivery is forecasted to be on March 27, 2017.
- A total of fifty two (52) P3010 cars have been Conditional Accepted.

Design Validation

- Production Baseline Design Reviews: 100% Completed.
- First Article Inspections (FAIs): 100% Completed.
- Design Qualification Tests: 98.5% Completed.
- Safety Certification Required Document: 99% Completed.
- Contract Deliverables Requirements List (CDRL), 92.3% 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	\$203,774,779.01	\$64,652,833.99
Spare Parts	\$20,069,679.00	\$6,291,844.30	\$13,777,834.70
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	\$1,363,588.20	\$315,777.80
Vehicle Sub-Total	\$304,435,745.00	\$220,274,555.61	\$84,161,189.39
Contingency Sub-Total	\$10,704,091.00	\$5,373,918.62	\$5,330,172.38
VEHICLE TOTAL	\$315,139,836.00	\$225,648,474.23	\$89,491,361.77
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	\$13,435,504.15	\$7,773,244.85
Professional Services (Element B)	\$8,378,885.00	\$2,476,473.31	\$5,902,411.69
CONSULTANTS TOTAL	\$29,587,634.00	\$15,911,977.46	\$13,675,656.54



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	\$45,816,170.20	\$277,982,720.80
Spare Parts	\$27,332,000.00	\$0.00	\$27,332,000.00
Special Tools	\$943,789.00	\$0.00	\$943,789.00
Diagnostic Test Equipment	\$2,080,181.00	\$0.00	\$2,080,181.00
Training			
Manuals			
Performance Bond	\$12,166,783.00	\$12,166,783.00	\$0.00
On-Site Engineer			
Vehicle Sub-Total	\$366,321,644.00	\$57,982,953.20	\$308,338,690.80
Contingency Sub-Total	\$18,604,375.00	\$864,597.85	\$17,739,777.15
VEHICLE TOTAL	\$384,926,019.00		\$326,078,467.95
LACMTA			
MTA Admin Option 1 & 4	\$3,048,674.00		

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

P3010 Light Rail Vehicle Acquisition Program

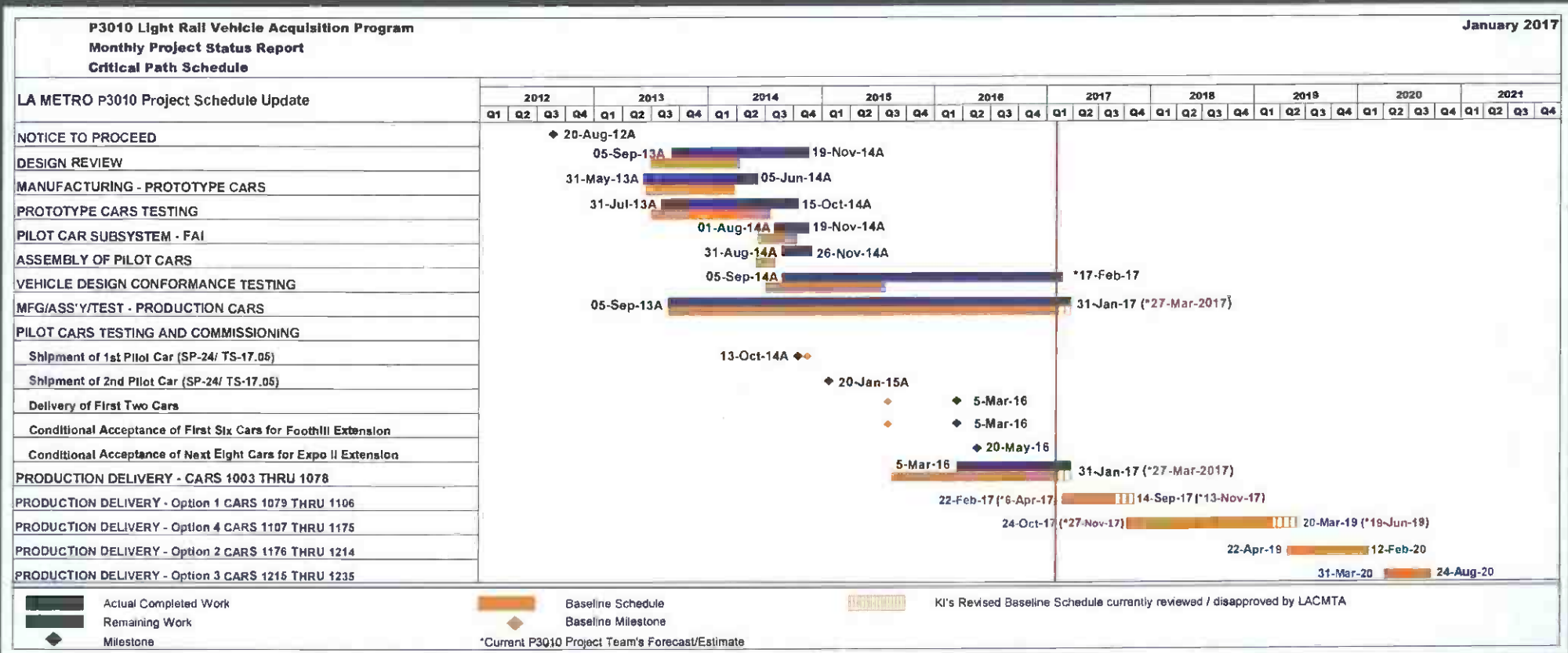
PROJECT BUDGET (Options #2 & #3)

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

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



P3010 Light Rail Vehicle Acquisition Program

PROJECT SCHEDULE



P3010 Light Rail Vehicle Acquisition Program

CONTRACT MODIFICATIONS (Initiated by KI)

RFC #	DESCRIPTION	STATUS
19	Reflective Decals	Metro is in the position to issue the contract mod once internal process is complete.
20	Wayside Data Communication Equipment	KI requested this to be on hold
 21	Brake Cut-out access in LRV skirt opening	Fully executed
 22	Windshield Wiper	Fully executed
23	Car Paint	Metro is in the position to issue the contract mod once internal process is complete.
26	Emergency Brake Rates	KI proposal is in review by Metro

 = CM Executed by Metro

Note: Information is accurate as of January 31, 2017.



Metro

P3010 Light Rail Vehicle Acquisition Program

TOP FIVE POTENTIAL RISKS

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

P3010 Light Rail Vehicle Acquisition Program

ANTICIPATED ACTIVITIES FOR NEXT REPORTING PERIOD

Final Assembly Site

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

Commissioning Site

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

Safety Certification

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



Heavy Rail Vehicle Acquisition Program



FTA Quarterly Meeting Review
February 22, 2017



Metro

New Heavy Rail Vehicle Program

- **PROJECT STATUS**

- Hyundai Rotem filed a protest on November 18, 2016.
- Metro Board awarded Contract to CRRC MA on December 1, 2016 pending resolution of the protest.
- Hyundai Rotem filed an appeal on January 4, 2017.



Metro

New Heavy Rail Vehicle Program

- PROJECT BUDGET

BASE ORDER SUMMARY	CURRENT PROJECT BUDGET	CURRENT EXPENDITURES	CURRENT FORECAST
BASE ORDER 64 VEHICLES	\$178,395,869	\$0	\$178,395,869
PROFESSIONAL SERVICES	\$20,938,375	\$1,984,112	\$20,938,375
MTA ADMINISTRATION	\$11,960,055	\$1,275,929	\$11,960,055
VEHICLE SUBTOTAL	\$211,294,299	\$3,260,041	\$211,294,299
UNALLOCATED CONTINGENCY	\$21,926,767	\$0	\$21,926,767
TOTAL PROJECT	\$233,221,066	\$3,260,041	\$233,221,066



Metro

New Heavy Rail Vehicle Program

- **PROJECT SCOPE**

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

- 34 HRVs to support the Purple Line Extension (PLE), Section 1
- 30 HRVs for A650 Base Buy fleet replacement.
- The Total Project Budget is \$233 million. LACMTA intends to exercise up to five Options.

- **Options:**

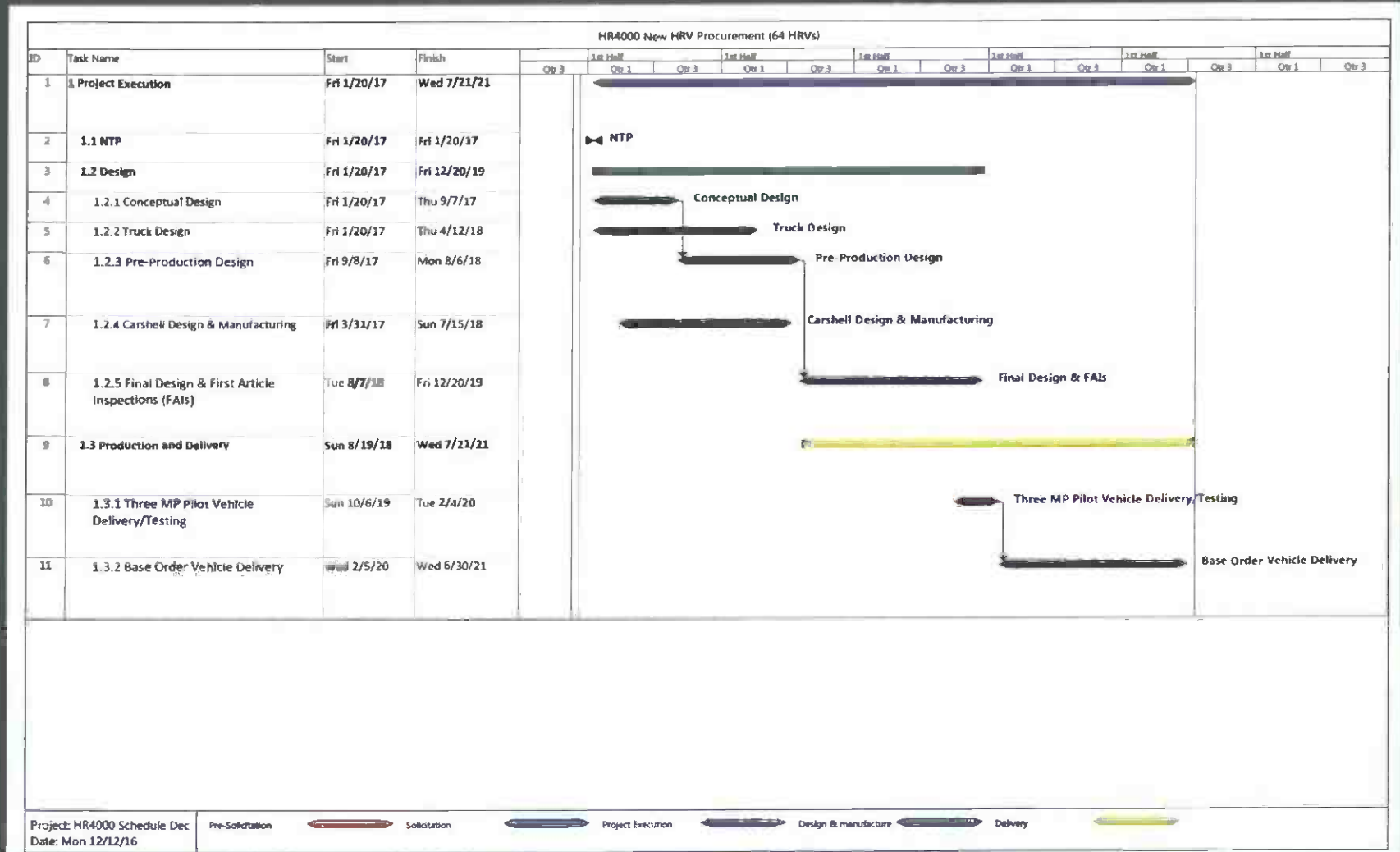
- Option 1 (24 HRVs) and Option 2 (84 HRVs) to support fleet and service expansion,
- Option 3 (20 HRVs) to support the Purple Line Extension (PLE), Section 2
- Option 4 (16 HRVs) to support the Purple Line Extension (PLE), Section 3
- Option 5 (74 HRVs) for the A650 Option Buy fleet replacement



Metro

New Heavy Rail Vehicle Program

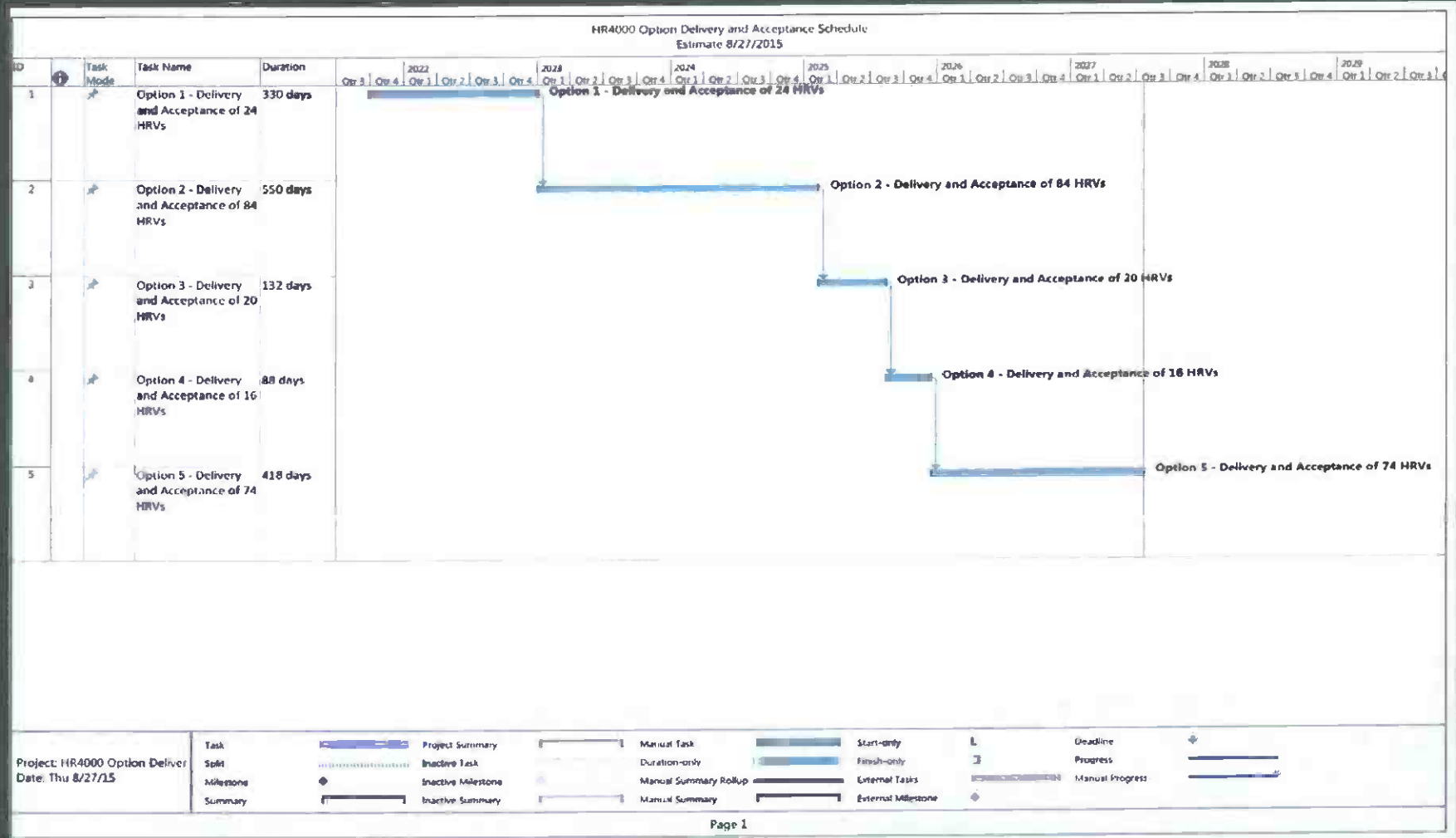
- SCHEDULE (DRAFT) – BASE ORDER



Metro

New Heavy Rail Vehicle Program

SCHEDULE (DRAFT) – OPTIONS



Metro

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	Engineering/Production	The Contractor may not effectively manage their suppliers during design and production	15-Nov-16	4	3	4	14	LACMTA	Mitigate	1. Closely monitor the Contractor and their management of their suppliers. 2. Encourage intermediate "over-the-shoulder" design reviews 3. Hold periodic Supplier Forums, to communicate current issues and look ahead info.	3	2	3	7.5
2	Engineering	Contractor may not be able to provide necessary U.S. based resources, which may delay design, performance and car delivery.	15-Nov-16	5	3	3	12	LACMTA	Accept	1. LACMTA to work and coordinate with Contractor to plan and mitigate risks. 2. LACMTA to work and coordinate with Consultants to leverage and apply best practices/lessons learned to plan and mitigate risks.	4	3	2	7
3	Engineering	Contractor's understanding of the specification requirements may delay design.	15-Nov-16	5	3	2	8	LACMTA	Accept	LACMTA to perform a line-by-line read through of the PBTS, and be proactive in frequent intermediate design reviews.	3	2	2	5
4	Construction	New Carbuilder, new final assembly facility may delay vehicle delivery	25-Jan-16	4	3	2	7	LACMTA	Mitigate	1. Apply lessons learned from LACMTA projects and other Transit Agencies. 2. Closely monitor Contractor plans for facility design and construction.	3	2	2	5
5	Operations	Resources and track availability may be a constraint for LACMTA and delay the Contractor in delivering Vehicles	25-Jan-16	2	3	3	7.5	LACMTA	Mitigate	1. LACMTA will coordinate closely with competing projects to avoid conflicts and resource availability. 2. LACMTA will consider some preliminary testing to be performed in the yard. 3. Contractor to perform static, functional and dynamic testing before delivering Vehicles to ensure that LACMTA yard is a Commissioning Site.	2	2	2	4
6	External	Protest could delay Award and NTP.	25-Jan-16	2	3	3	7.5	LACMTA	Mitigate	1. Follow established and proven LACMTA Proposal Evaluation process.	1	2	2	3

New Heavy Rail Vehicle Program

- **COMMERCIAL TERMS AND CONDITIONS**
 - No issues to report
- **ANTICIPATED ACTIVITIES FOR NEXT REPORTING PERIOD**
 - Metro to respond to HRU's protest
 - Metro to issue NTP to Rail Vehicle Contractor in February 2017
 - Project Kick-off Meeting in xxx, 2017

FTA Quarterly Planning Update

February 22, 2017

Metro Planning Report

- SCAG RTP Amendment of Measure M Baseline
- Small Starts Projects
 - Metro Rapid System Gap Closure Lines
- Other Projects
 - East San Fernando Valley Transit Corridor
 - Eastside Transit Corridor Phase 2
 - Airport Metro Connector – 96th Street Transit Station
- Division 20 Portal Widening and Turnback Facility
- TIGER VII Planning Grant Project
 - Rail to Rail Active Transportation Corridor Connector Project
- Ladders of Opportunity Grant Project
 - Cesar Chavez Bus Stop Improvements Project



SCAG 2016 Regional Transportation Plan (RTP) Amendment for Measure M Program

Milestone	Schedule
Metro Board Amends 2009 LRTP with Measure M Projects	January 2017
SCAG Travel Demand Model Update	March 2017
SCAG Financial Model Update	March 2017
SCAG Releases 2016 RTP Amendment #2 for 30-Day Public Review	April 2017
SCAG Regional Council Action on 2016 RTP Amendment #2	July 2017
FHWA/FTA Issues Conformity/Approval Letter	September 2017

Milestones Completed =

Metro Rapid System Gap Closure Lines



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)	N/A
	Construction contract between Culver City and selected contractor finalized and executed	March 2017 – Begin construction activities December 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 Rapid System Gap Closure Lines Shelter Implementation

Status

- January 2017 – Culver City began shelter construction
- February 2017 – City of Torrance released final RFP for up to 29 shelters
- Working with 3 cities to install shelters at 10 additional locations

Next Steps

- April 2017 – Torrance expected to award shelter construction contract



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	\$18,290,096	\$23,121,925
Shelters	\$ 5,160,000	\$ 5,160,000	\$ 3,854,760	\$1,650,000*
TOTAL	\$29,204,301	\$29,204,301	\$22,144,856	\$24,771,925

*Forecast to complete for Gap Closure shelters only

East San Fernando Valley Transit Corridor

Status

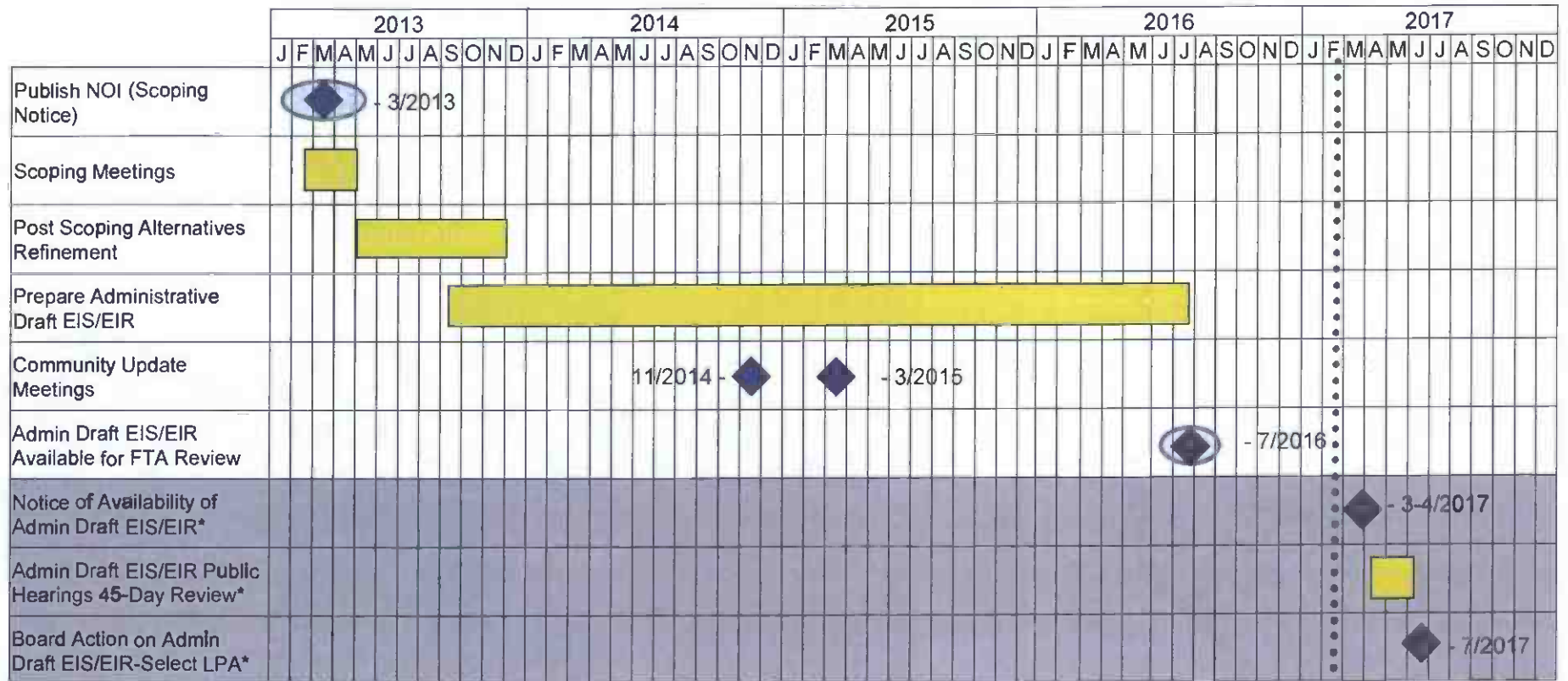
- Administrative Draft EIS/EIR:
 - Revise document with FTA
 - Respond to comments received from the State Historic Preservation Officer (SHPO)
- Project Briefings:
 - Los Angeles Council Districts 4 and 6
 - LADOT
 - City of San Fernando
 - Pacoima Beautiful
 - VICA

Next Steps

- March/April 2017 – Public release of Draft EIS/EIR
- Secure venues for Public Hearings



East San Fernando Valley Transit Corridor Draft EIS/EIR Schedule



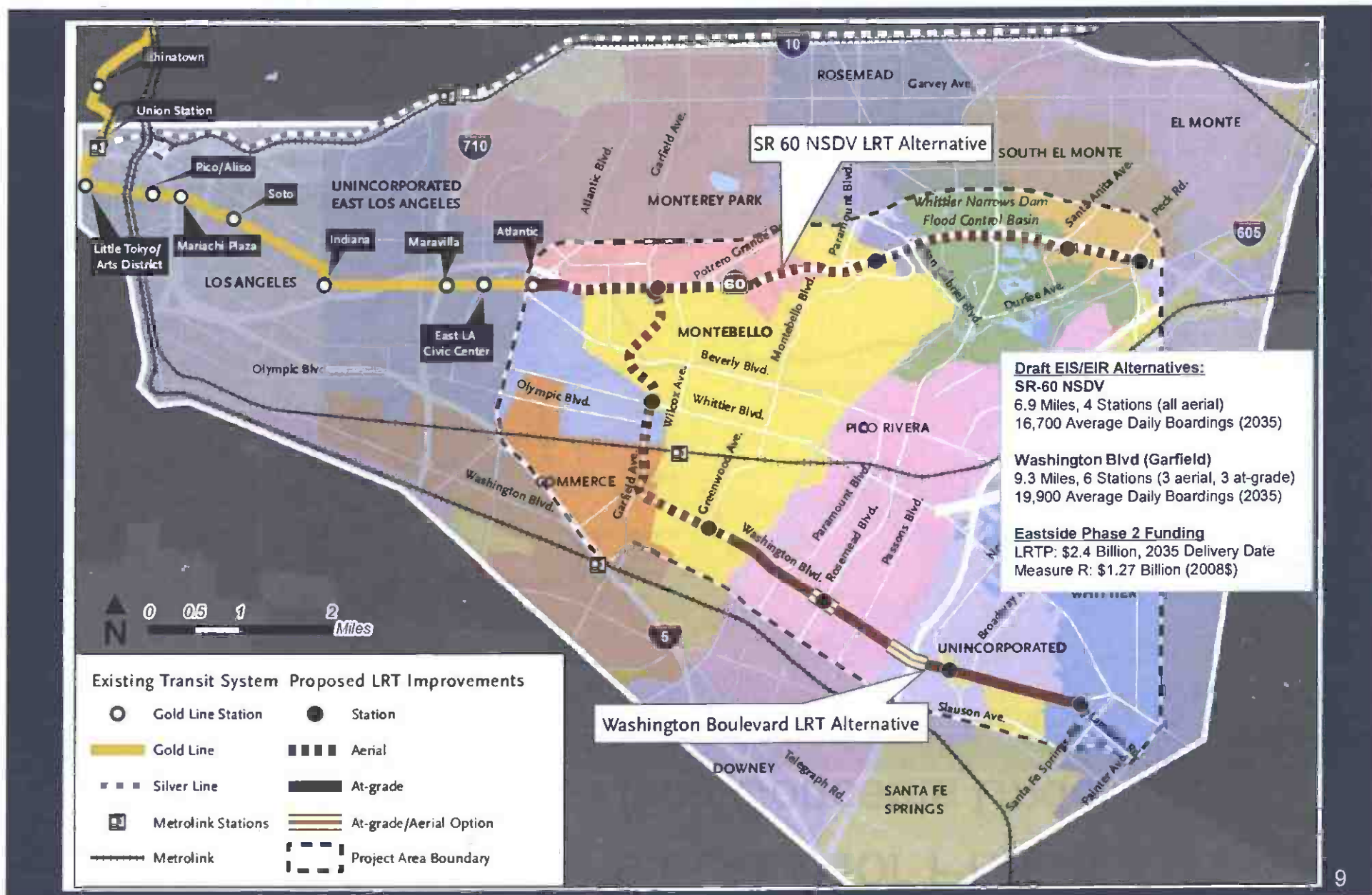
◆ = Milestone Date

○ = FTA Action

* = Pending FTA Concurrence

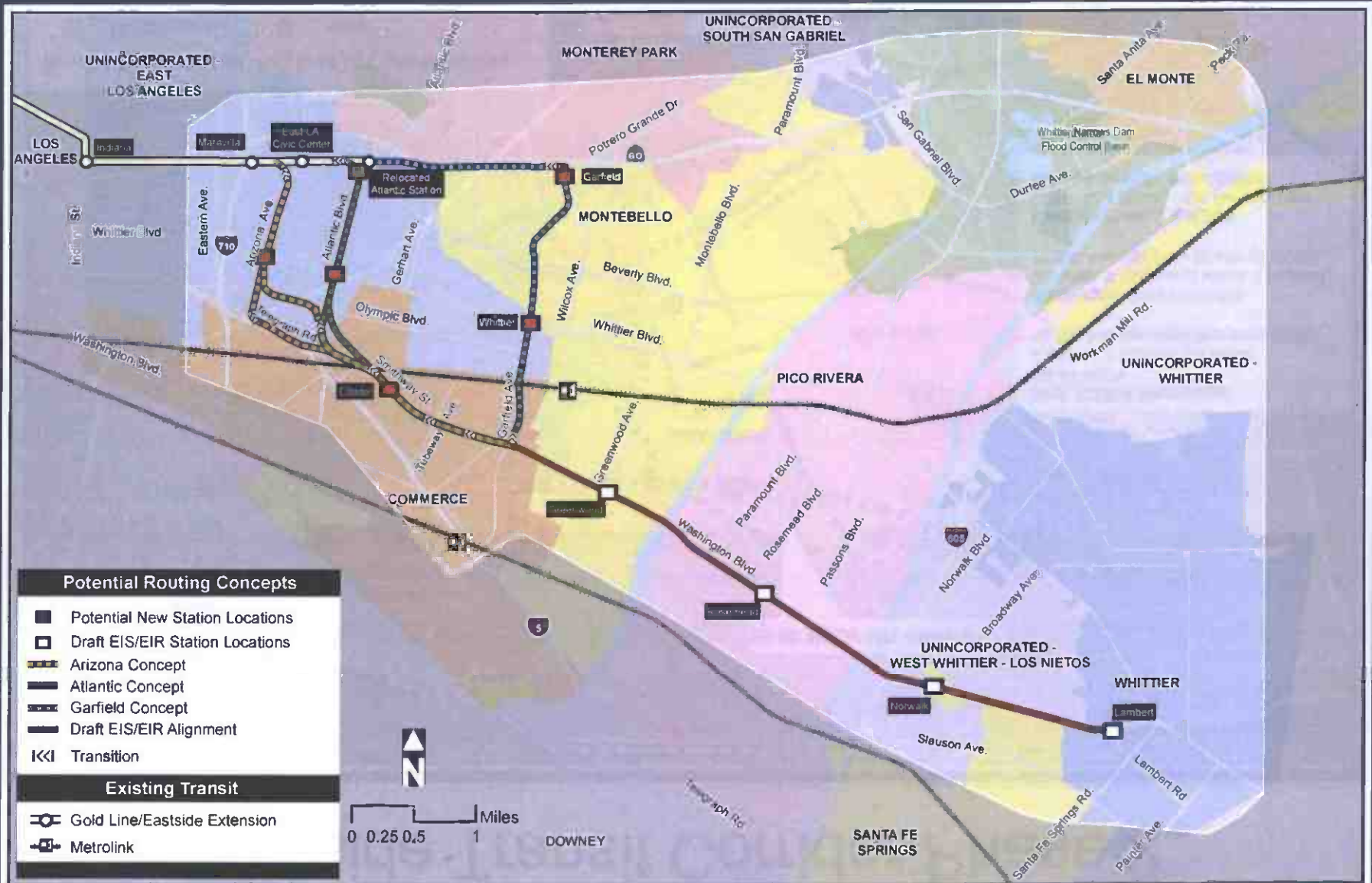
Last Revised: 2/2017

Eastside Transit Corridor Phase 2



Eastside Transit Corridor Phase 2

Washington Blvd Routing Concepts Under Study



Eastside Transit Corridor Phase 2 Technical Study 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	A	M	J			
Board Action – Directed further technical studies	◆	- 11/2014																																	
Board Action – Approve contract modifications									◆	- 7/23/15																									
Technical Study																																			
Metro Board approval of Technical Study (tentative)																																			
Board Action – Reinitiate Environmental																																			

Last Revised: 2/2017

◆ = Milestone Date

Airport Metro Connector - 96th Street Transit Station

Status

- Environmental Review Process
 - January 26th – Metro Board certified EIR
 - Preparing Categorical Exclusion for NEPA documentation
- Architectural and Engineering Design Services
 - Continuing Schematic Design
- Crenshaw/LAX Accommodations
 - Completed 100% Civil and Systems Designs
 - Started Construction
 - Contract Modification approved by Board

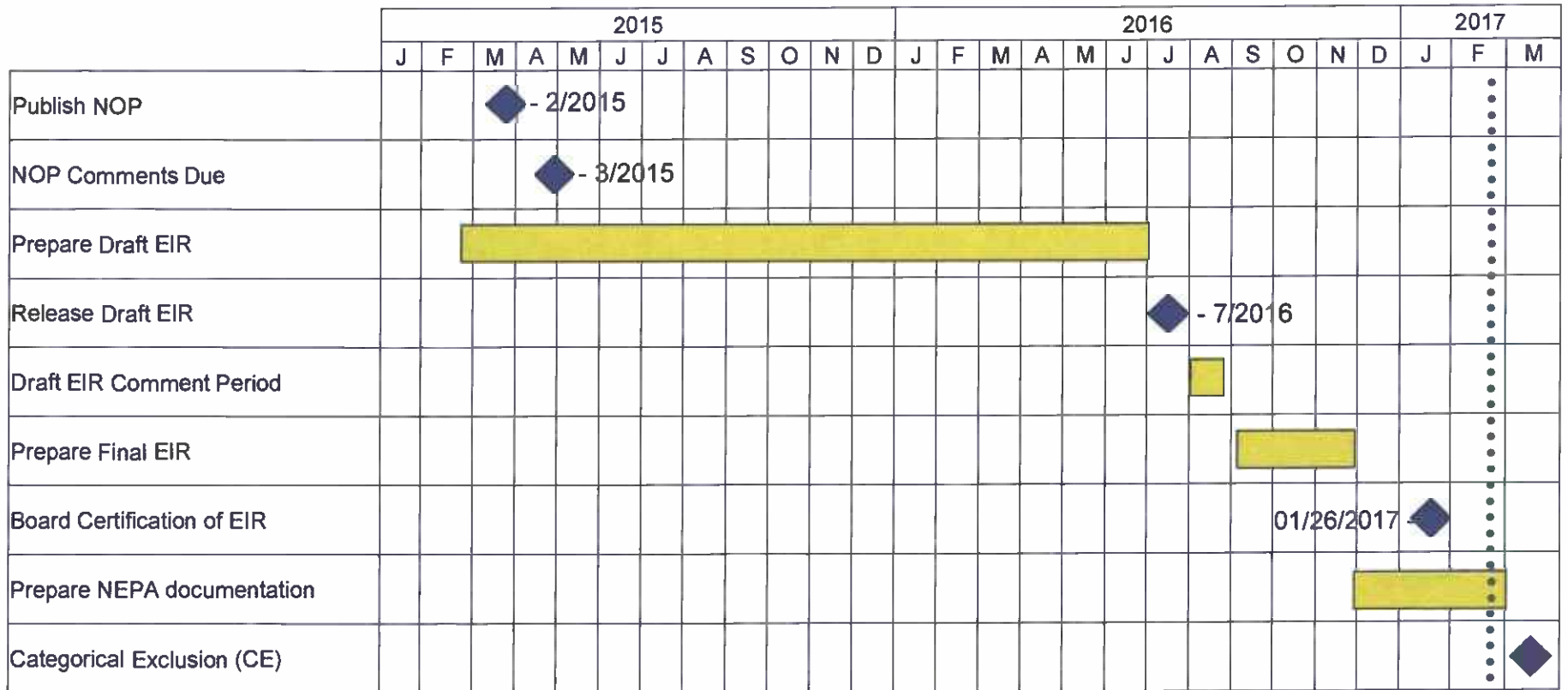


Airport Metro Connector - 96th Street Transit Station

Next Steps

- Early 2017 – Complete CE
- March/April 2017 – Complete Schematic Design
- June/July 2017 – Initiate Design Development
- Continue coordination with:
 - LAWA
 - Crenshaw/LAX project team
 - Southwestern Maintenance Yard

Airport Metro Connector - 96th Street Transit Station Schedule



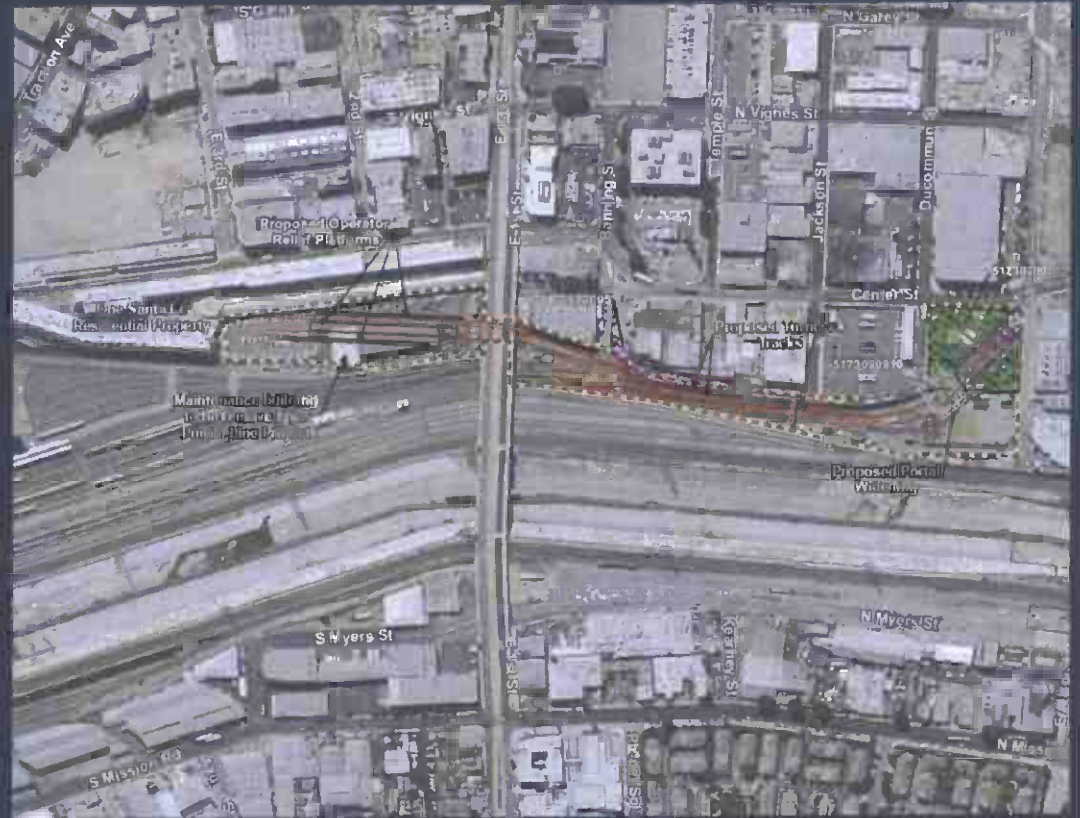
 = LAWA Milestones
  = Milestone Date

Last Revised: 02/2017

Division 20 Portal Widening and Turnback Facility

Status

- Environmental clearance under California Environmental Quality Act (CEQA)
- December 16, 2016 – Filed Notice of Intent (NOI) for Initial Statement/Mitigated Negative Declaration (IS/MND)
- December 19, 2016 through February 13, 2017 – Public comment period
 - Six community update meetings
 - Community support for the Portal Widening
 - Support for a future station at 3rd Street and 6th Street
 - Preference for a future station to be located near 6th Street
 - Concern the Turnback Facility would preclude a 6th Street Station



Division 20 Portal Widening and Turnback Facility

Next Steps

- February 23, 2017 – Board certification of Final IS/MND (anticipated)



Division 20 Portal Widening and Turnback Facility Schedule

	2016		2017											
	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Notice of Intent (NOI)		◆												
Public Comment Period (55 Days)														
Board certification of Final IS/MND (anticipated)														

◆ = Milestone Date

Last Revised: 2/2017

Rail to Rail Active Transportation Corridor (ATC) Connector Project

Status

- December 2016-February 2017 Meetings with:
 - Technical Advisory Committee
 - Community Advisory Committee
 - Community Meetings
- Developing Environmental Clearance and Preliminary Engineering

Next Steps

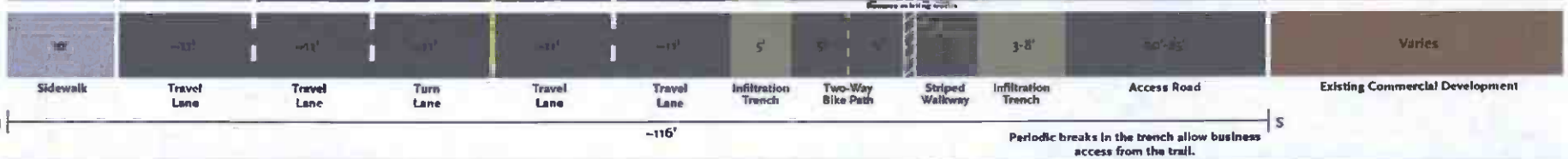
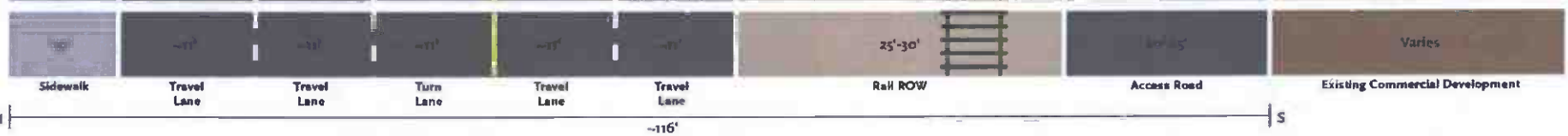
- March 2017 – Complete Environmental Clearance
- Continued coordination with:
 - City of Los Angeles (Bureaus and Departments)
 - BNSF Railroad Company
 - Crenshaw/LAX Project Team



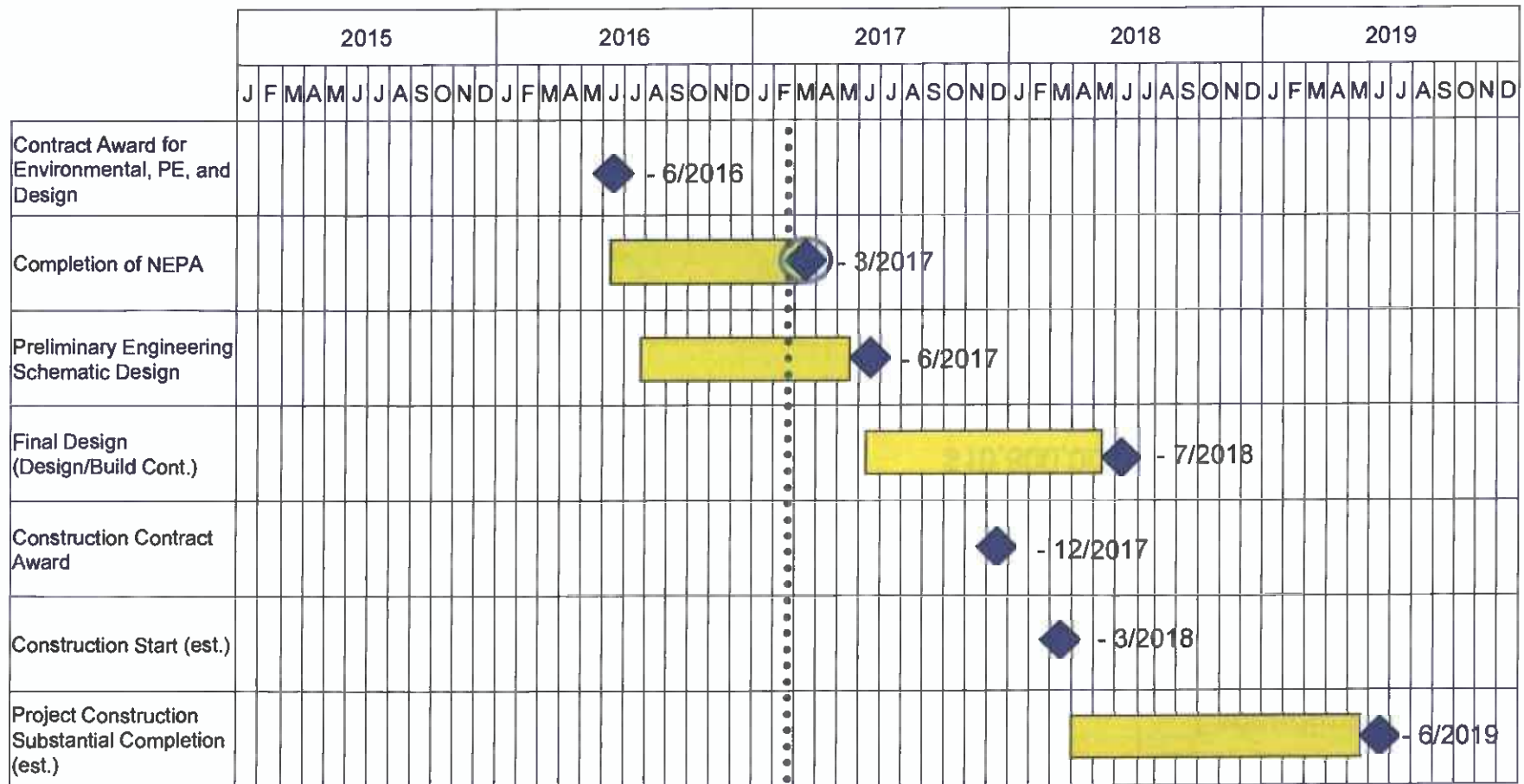
Rail to Rail ATC Connector Project Corridor Development Renderings



Rail to Rail ATC Connector Project Corridor Development Renderings



Rail to Rail ATC Connector Project Schedule (est.)



Last Revised: 2/2017

◆ = Milestone Date

○ = FTA Action

Rail to Rail ATC Connector Project

Current Project Budget and Expenditures

Funding Source	Current Budget	Expenditures To Date
TIGER VII Discretionary Funds	\$15,000,000	\$0
ATP Cycle II	\$8,326,000	\$0
Local Funds	\$10,800,000	\$0
TOTAL BUDGET	\$34,126,000	\$0

Milestones

PROJECT		NOI/NOP	Admin Draft to FTA	NOA	LPA
CEQA/ NEPA	East San Fernando Valley Transit Corridor	Mar-13	Jul-16	Apr-17	Jul-17
	Eastside Transit Corridor Phase 2 ¹	Jan-10	Dec-13	Aug-14	TBD
CEQA	Division 20 Portal Widening/Turnback Facility	Dec-16	N/A	N/A	N/A
NEPA	Airport Metro Connector ²	N/A	Jan-17	N/A	Jun-14

¹ November 2014 Board approved completion of further technical studies

² CEQA clearance January 2017

TIGER PROJECTS (CEQA/NEPA)		Environmental Completion	Project Completion
VII	Rail to Rail Active Transportation Corridor Connector Project	Mar-17	Jun-19

³ Expected environmental document per NEPA is a Categorical Exclusion

Cesar Chavez Bus Stop Improvements Project

Status

- First outreach meeting held on site (pictured)
- Site analysis complete
- Design visioning in process

Next Steps

- Select design and present to community
- Advance design to 35%



Cesar Chavez Bus Stop Improvements Project Conceptual Site Plan – Site



Cesar Chavez Bus Stop Improvements Project

Current Project Budget and Expenditures

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

Activities	Current Budget Estimate	Expenditures To Date
Design	\$342,849	\$29,930
Construction	\$1,742,848	\$0
TOTAL	\$2,085,697	\$29,930

FTA Quarterly Review Action Item Report – December 7, 2016

Item No.	Status	Description	Responsible Agency	Responsible Staff	Due Date
2-12/7	Open	Metro to organize a meeting with FTA/PMOC and its consultant, leading the effort on developing Best Management Practices including Lessons Learned.	LACMTA	Rick Clarke/ Brian Boudreau	2/22/17
3-12/7	Open	Metro to provide the FTA a Master List of Measure M and Other Projects requiring Federal participation including specific actions and target dates.	LACMTA	Rick Clarke/ Brian Boudreau	2/22/17
4-12/7	Open	Metro to produce a Patsaouras Plaza Bus Station Monthly/Quarterly Project Status Report.	LACMTA	Tim Lindholm	2/22/17
2-8/31	Open	Metro to notify the PMOC/FTA of future Heavy Rail Vehicle Acquisition Program Risk Meetings.	LACMTA	Cop Tran	10/31/16
3-8/31	Open	Metro to provide the FTA/PMOC a copy of the Metro Ridership Survey results.	LACMTA	Drew Phillips	11/30/16
4-8/31	Open	Metro to provide the FTA/PMOC local employment data for the Heavy Rail Vehicle Acquisition Program.	LACMTA	Cop Tran	11/30/16
6-8/31	Open	Metro to include presentations for the Eastside Access Improvements Project and the Willowbrook/Rosa Parks Station Master Plan Improvement Project under the Construction Reports section of the FTA Quarterly Review Meeting Agenda.	LACMTA	Tim Lindholm	2/22/17