

Los Angeles County
Metropolitan Transportation Authority

FTA Quarterly Review

Briefing Book

MAY 31, 2017



Metro

FTA QUARTERLY REVIEW MEETING
Los Angeles County Metropolitan Transportation Authority
Wednesday, May 31, 2017– 9:00 a.m.
William Mulholland Conference Room – 15th Floor

I. OVERVIEW

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

PRESENTER

Edward Carranza
Phillip Washington
Drew Phillips
Charles Safer
Gregory Kildare

II. METRO PLANNING REPORTS

- A. Long Range Transportation Plan
- B. Metro Strategic Plan
- C. Measure M
- D. Small Starts Projects
 - Metro Rapid System Gap Closure Lines
- E. Other Projects
 - East San Fernando Valley Transit Corridor
 - Airport Metro Connector – 96th Street Transit Station
 - Eastside Transit Corridor Phase 2
- F. Division 20 Portal Widening and Turnback Facility
- G. TIGER VII Planning Grant Project
 - Rail to Rail Active Transportation Corridor Connector Project
- H. Ladders of Opportunity Grant Project
 - Cesar Chavez Bus Stop Improvements Project

Therese McMillan

III. CONSTRUCTION REPORTS

- A. Program Management Overview
- B. Crenshaw/LAX Transit Project
- C. Westside Purple Line Extension Section 1 Project
- D. Westside Purple Line Extension Section 2 Project
- E. Westside Purple Line Extension Section 3 Project
- F. Regional Connector Transit Corridor Project
- G. Patsaouras Plaza Busway Station
- H. Willowbrook/Rosa Parks Station
- I. Eastside Access Improvements Project
- J. P3010 Light Rail Vehicle Acquisition Program
- K. Heavy Rail Vehicle Acquisition Program

Richard Clarke
Charles Beauvoir
James Cohen
Michael McKenna
Michael McKenna
Gary Baker
Timothy Lindholm
Paul Whang
Dolores Roybal
Jesus Montes
Cop Tran

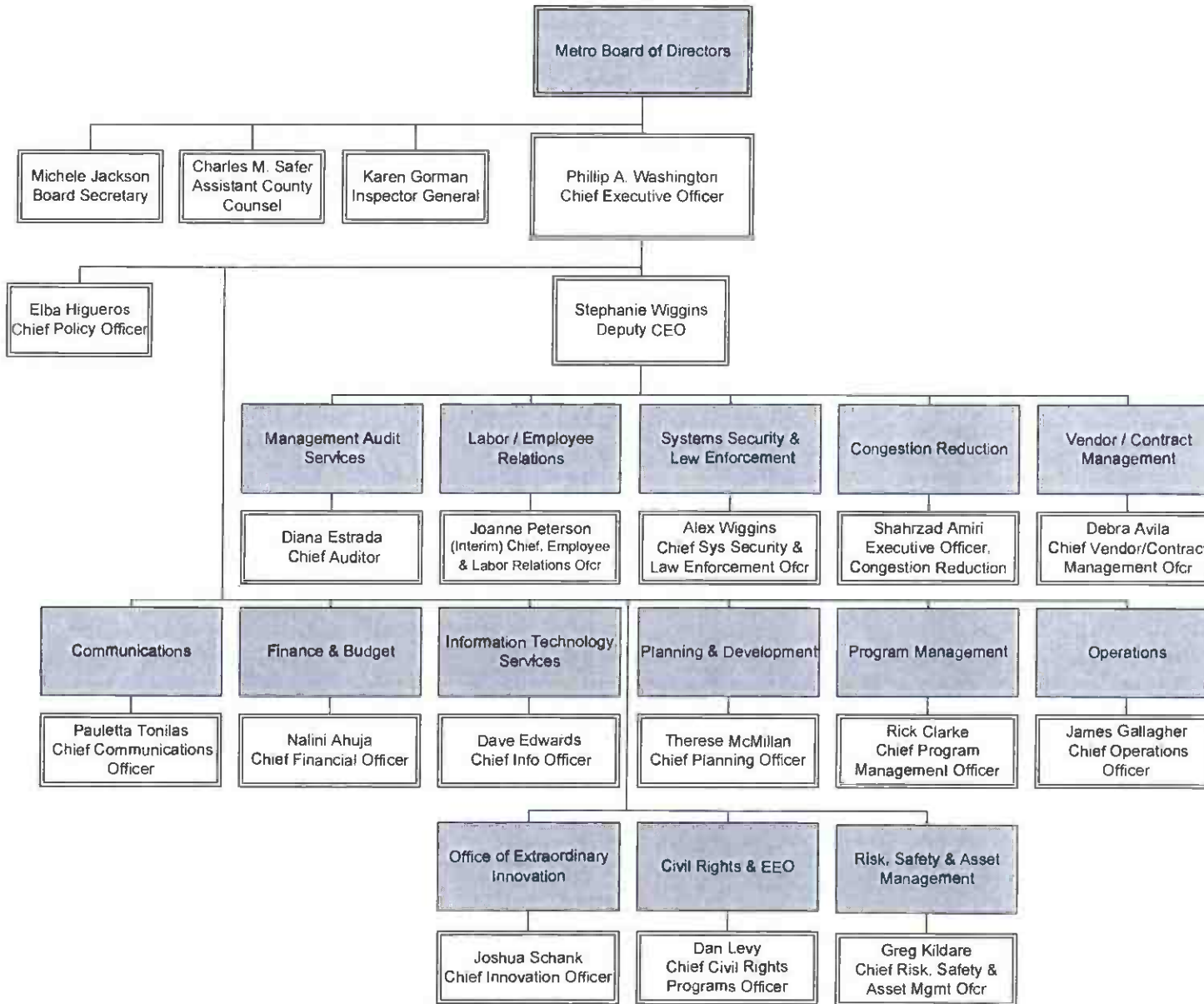
IV. FTA ACTION ITEMS

FTA/PMOC

V. PROPOSED SCHEDULE AND LOCATION OF NEXT MEETING

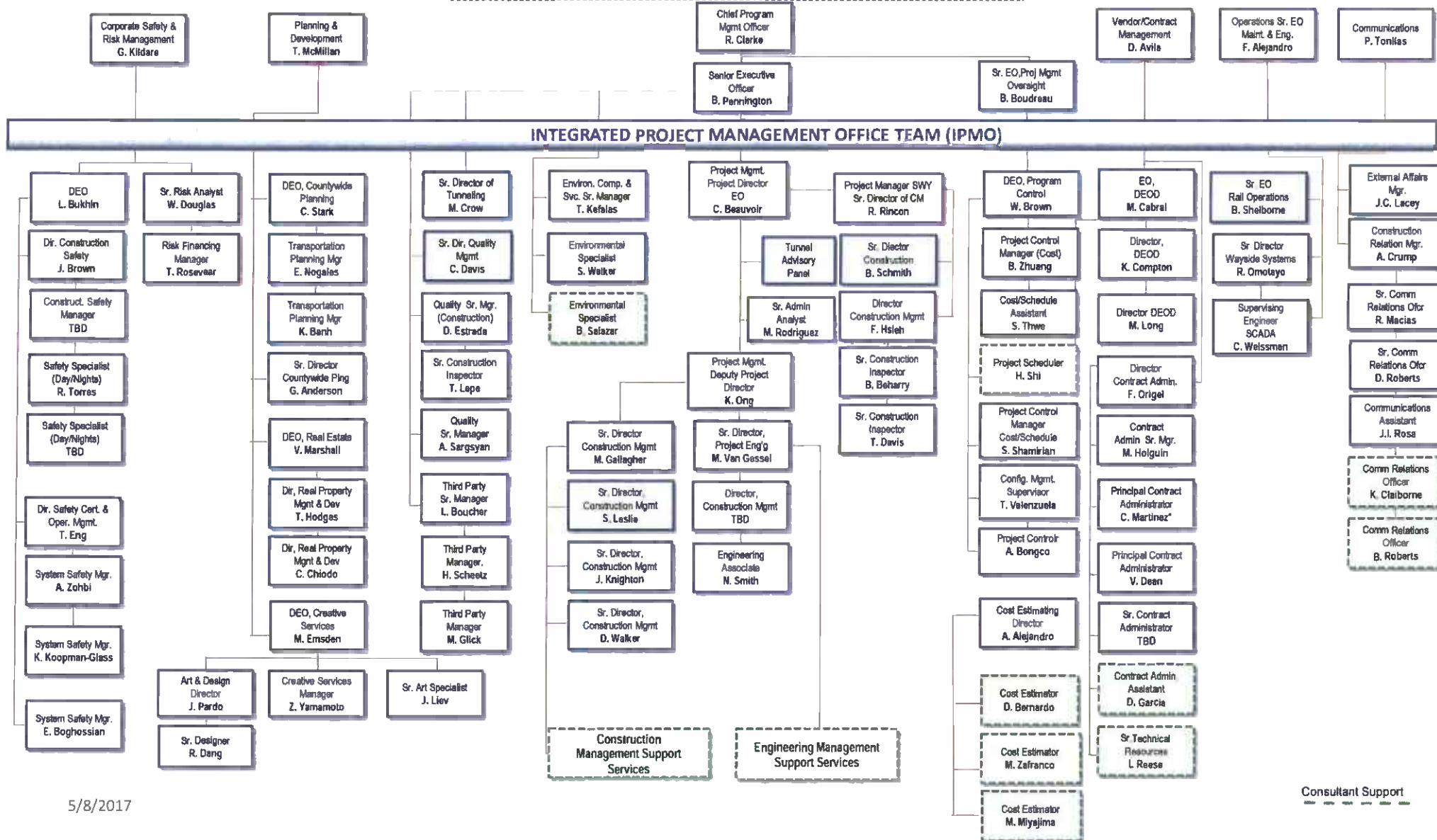
Los Angeles County Metropolitan Transportation Authority
Wednesday, August 30, 2017
William Mulholland Conference Room - 15th Floor

Metro Organization Chart



CRENSHAW/LAX TRANSIT PROJECT MATRIX ORGANIZATION

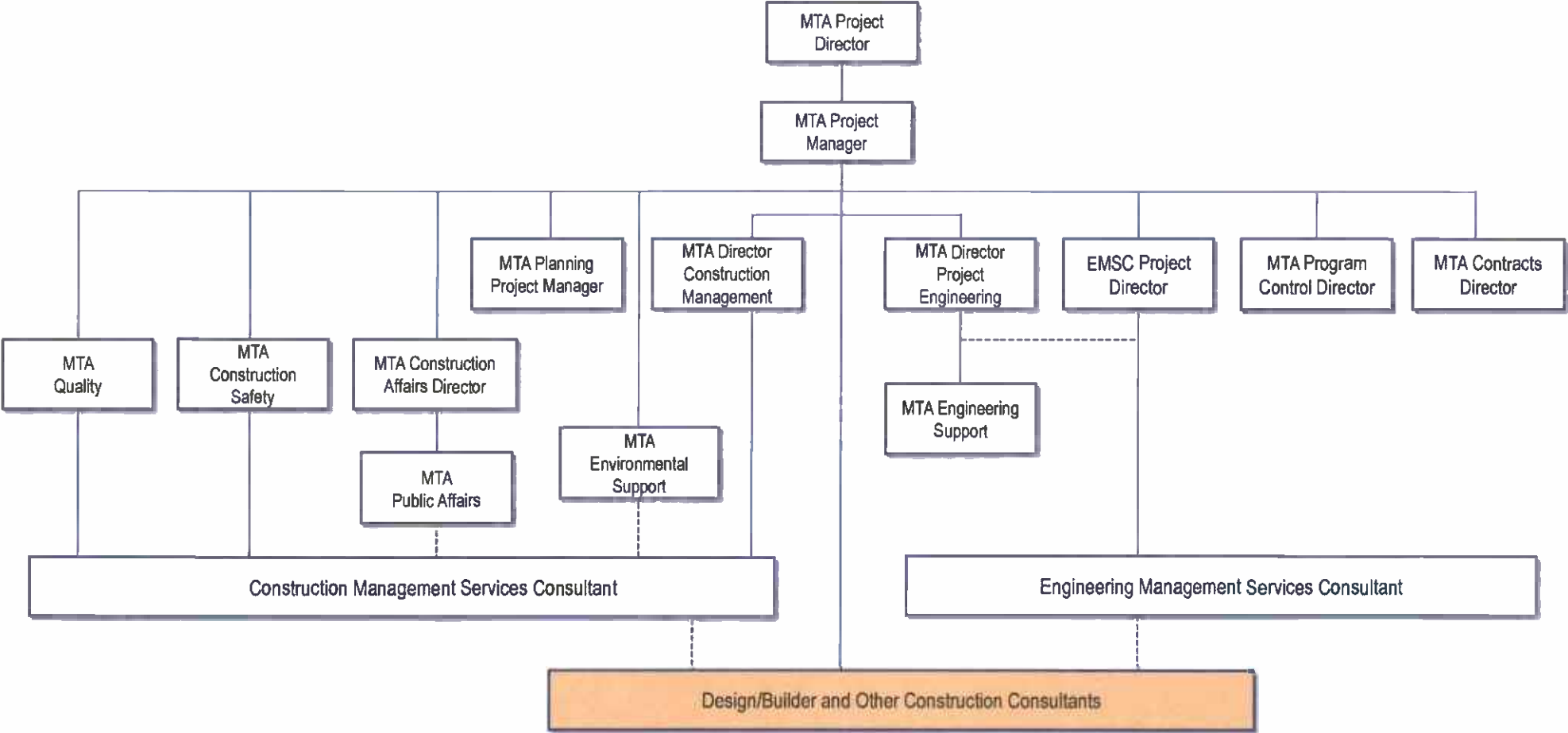
Metro Executive Management Organization and Staff



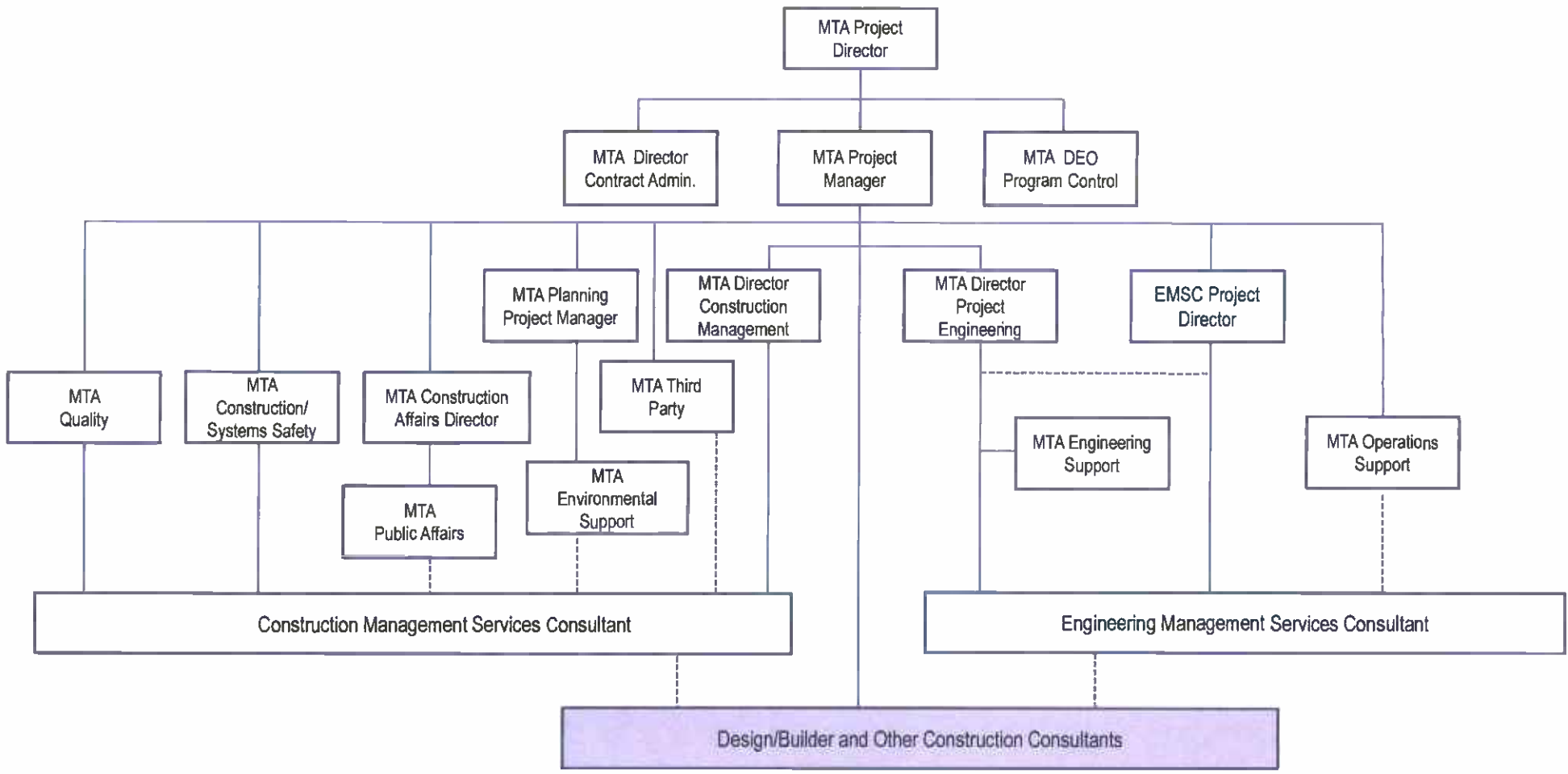
5/8/2017

Consultant Support

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

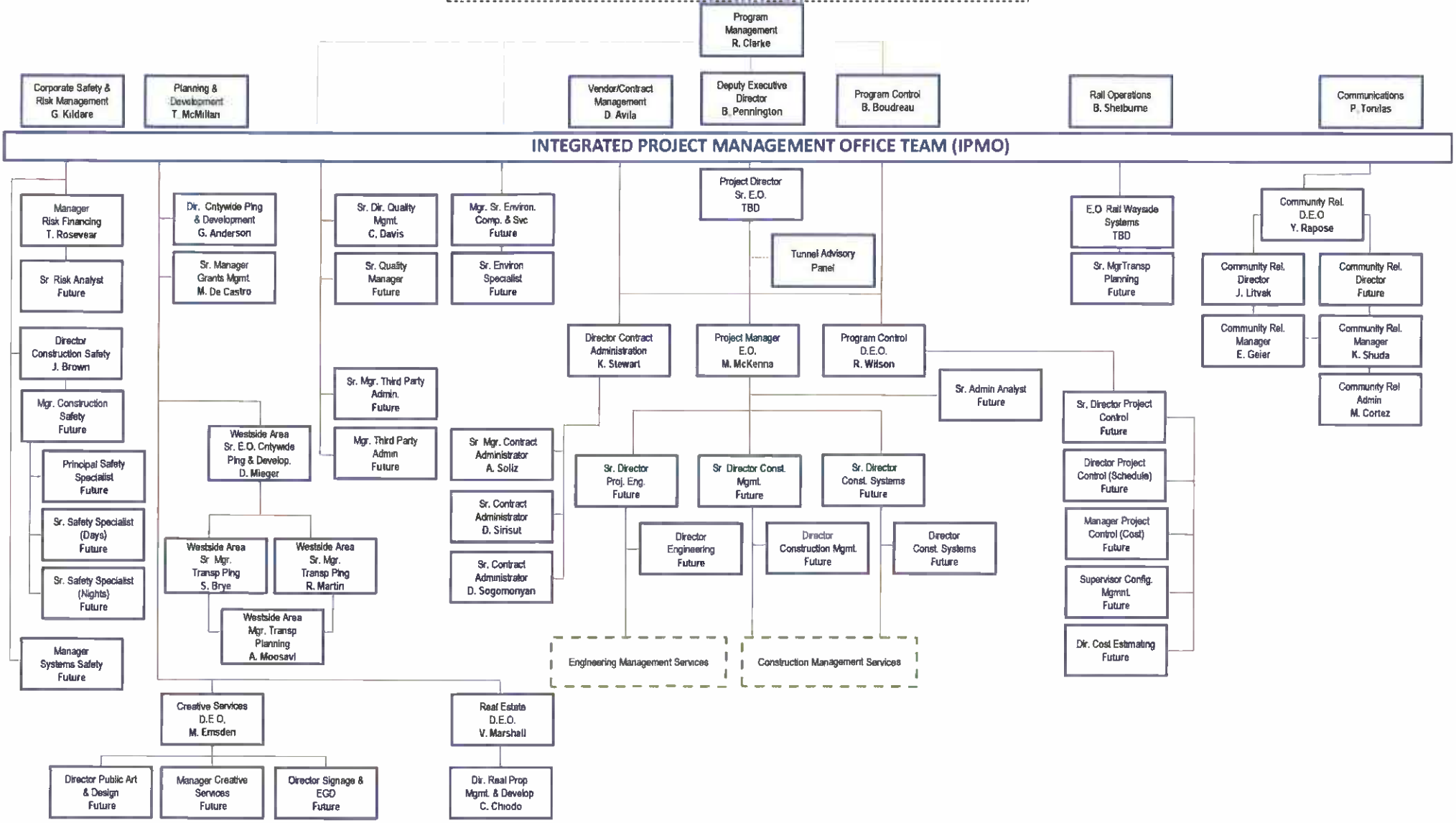


Westside Purple Line Extension Section 2 Responsibility and Reporting Matrix



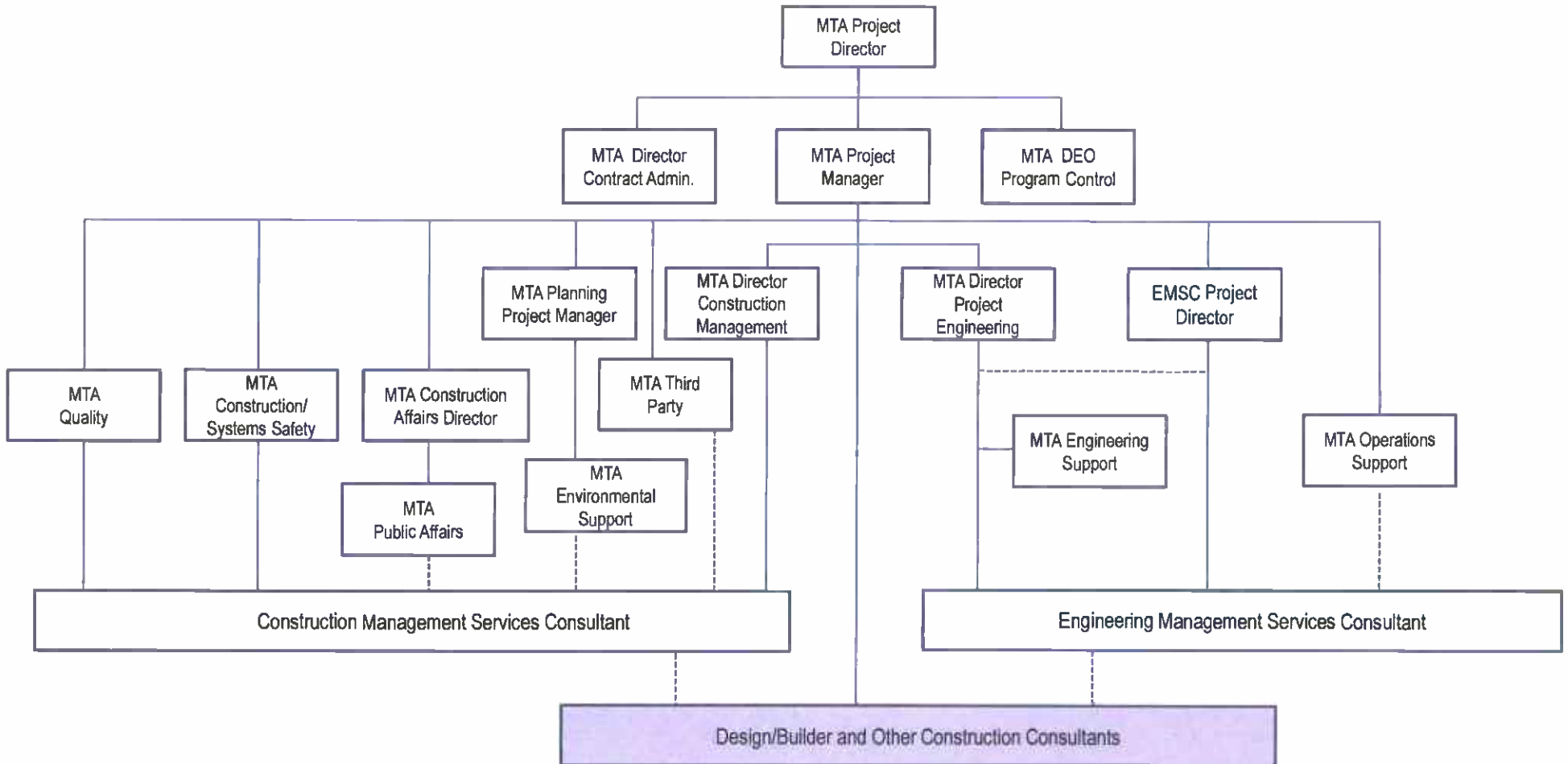
WESTSIDE PURPLE LINE EXTENSION SECTION 3 Matrix Organization

Metro Executive Management Organization and Staff



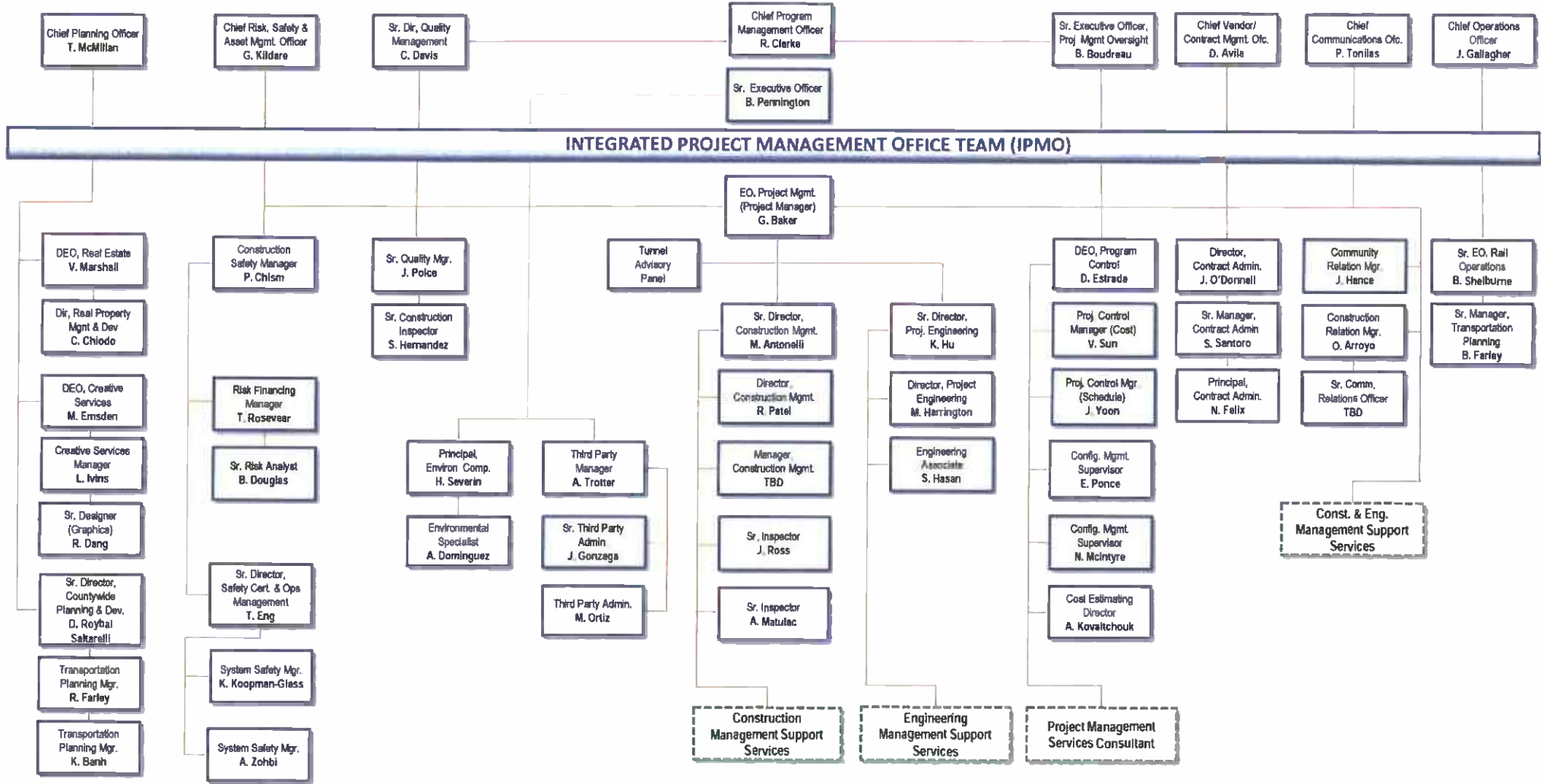
Consultant Support

Westside Purple Line Extension Section 3 Responsibility and Reporting Matrix



REGIONAL CONNECTOR TRANSIT PROJECT MATRIX ORGANIZATION

Metro Executive Management Organization and Staff



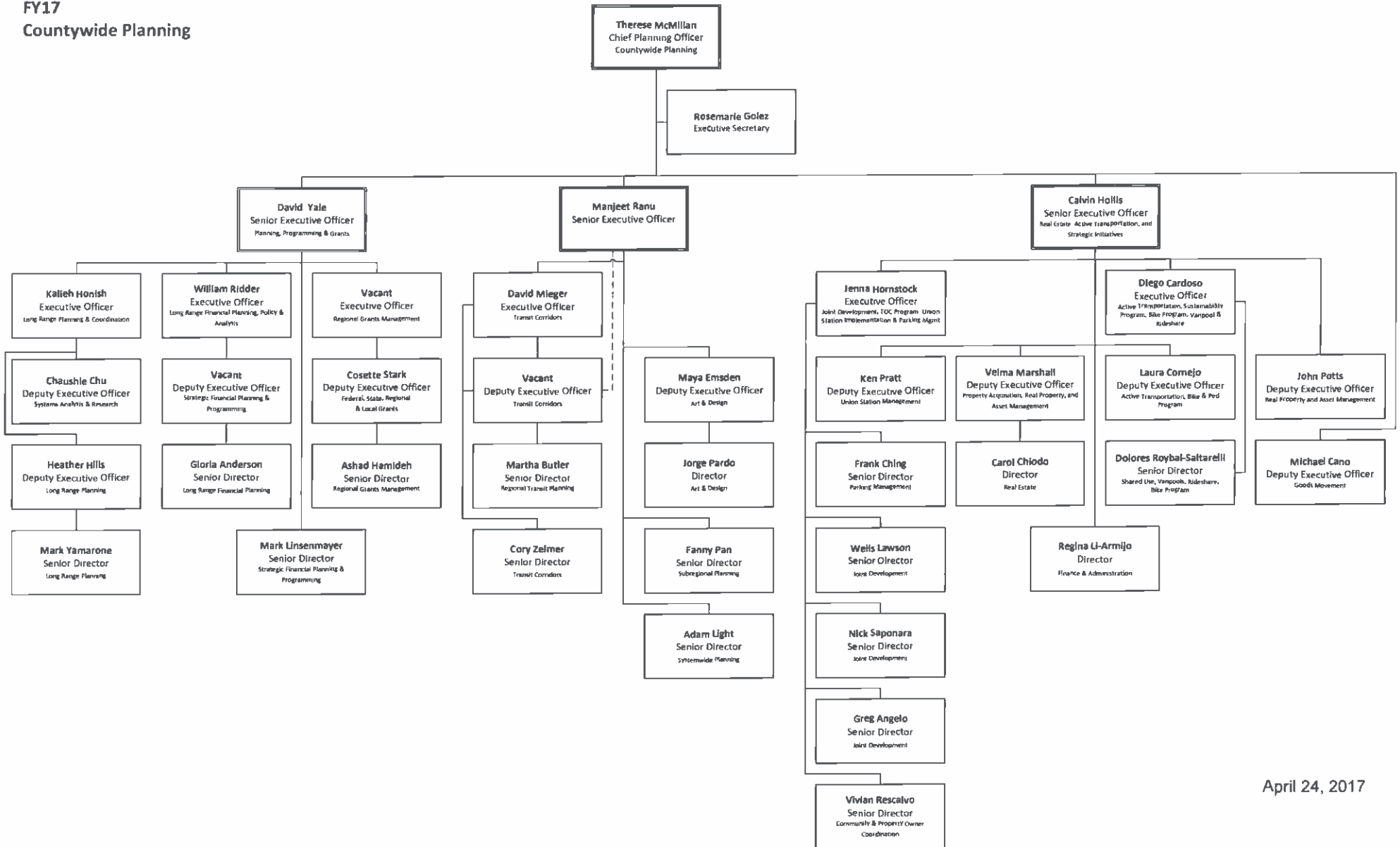
Const. & Eng.
Management Support
Services

Construction
Management Support
Services

Engineering
Management Support
Services

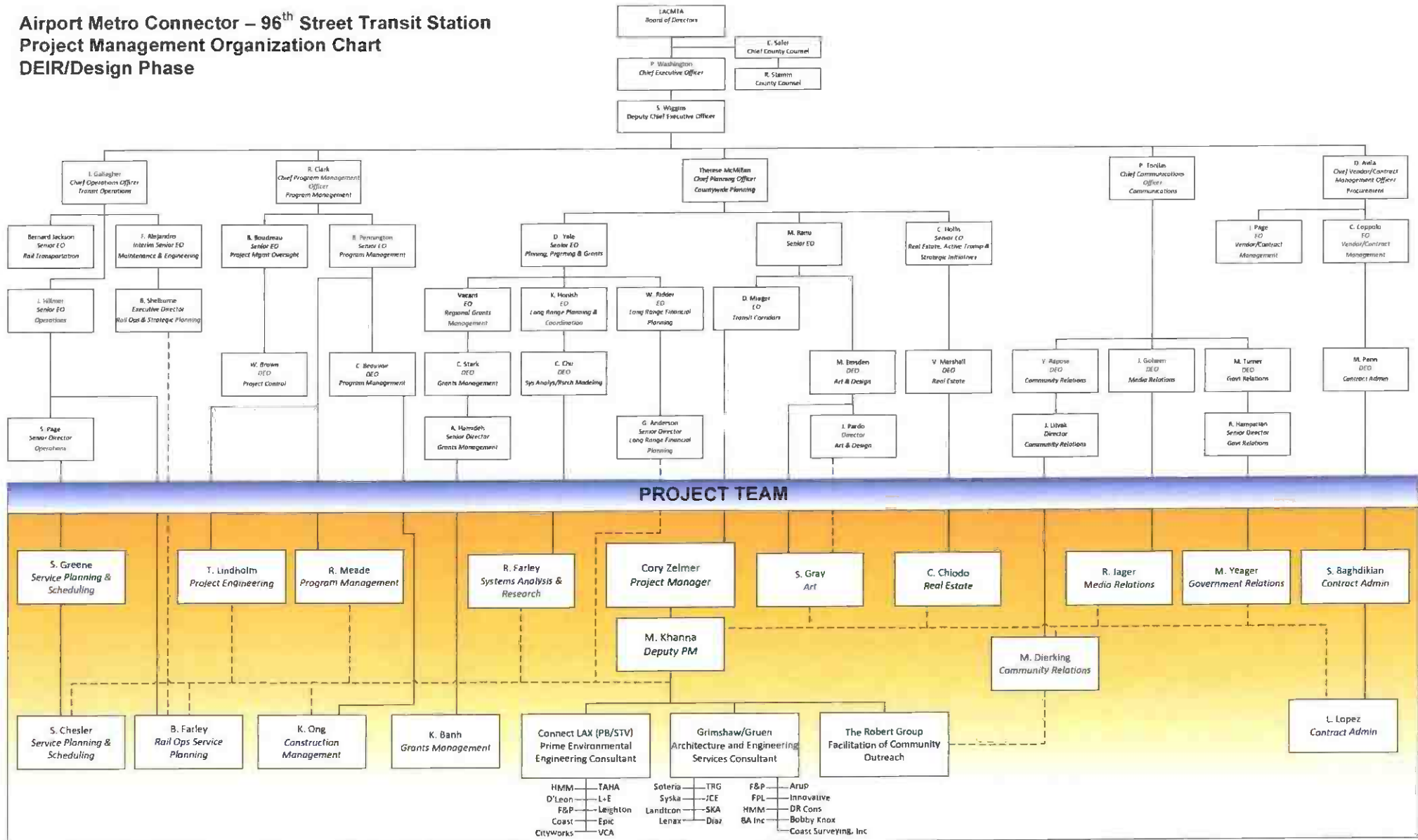
Project Management
Services Consultant

**FY17
Countywide Planning**



April 24, 2017

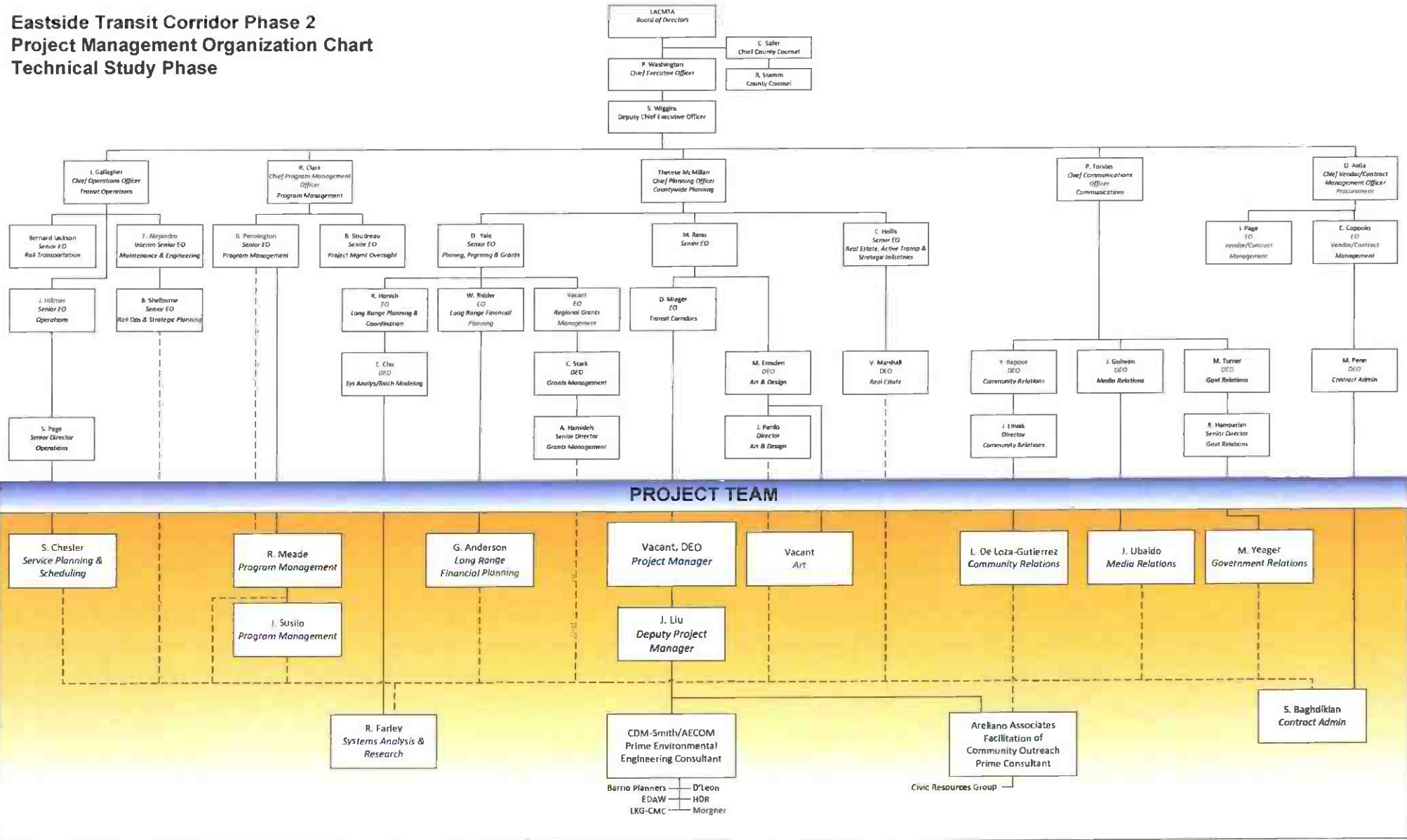
Airport Metro Connector – 96th Street Transit Station Project Management Organization Chart DEIR/Design Phase



April 24, 2017

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

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



April 24, 2017

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

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

Bill ID/Topic	Location	Summary	Position
<p>AB 17 <u>Holder D</u></p> <p>Transit Pass Program: free or reduced-fare transit passes.</p>	<p>1/19/2017-A. TRANS. 1/19/2017-Referred to Com. on TRANS.</p>	<p>Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of statewide concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would create the Transit Pass Program to be administered by the department. 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. The bill would require the department to develop guidelines that describe the criteria that eligible transit providers, as defined, are required to use to make available free or reduced-fare transit passes to eligible participants, as defined, and to ensure that moneys from the program are used to expand eligibility or further reduce the cost of a transit pass under existing programs. The bill would exempt the development of those guidelines from the Administrative Procedure Act. The bill would require eligible transit providers and eligible participants to enter into agreements for the distribution of free or reduced-fare transit passes to students. This bill contains other related provisions.</p>	
<p>AB 28 <u>Frazier D</u></p> <p>Caltrans: NEPA Delegation Authority</p>	<p>1/19/2017-A. TRANS. 1/19/2017-Referred to Coms. on TRANS. and JUD.</p>	<p>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.</p> <p>This bill would reinstate the operation of the latter provision.</p> <p>This bill would declare that it is to take effect immediately as an urgency statute.</p>	SUPPORT

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<p>AB 46 <u>Cooper D</u></p> <p>Employers: wage discrimination.</p>	<p>12/5/2016-A. PRINT 12/6/2016-From printer. May be heard in committee January 5.</p>	<p>Existing law prohibits an employer from paying any of its employees at wage rates less than the rates paid to employees of the opposite sex for substantially similar work, when viewed as a composite of skill, effort, and responsibility, and performed under similar working conditions, unless the employer demonstrates that one or more specific factors, reasonably applied, account for the entire wage differential. Existing law also similarly prohibits an employer from paying any of its employees at wage rates less than the rates paid to employees of another race or ethnicity for substantially similar work. 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. This bill contains other existing laws.</p>	
<p>AB 52 <u>Cooper D</u></p> <p>Public employees: orientation and informational programs: exclusive representatives.</p>	<p>1/19/2017-A. P.E., R. & S.S. 1/19/2017-Referred to Com. on P.E., R., & S.S.</p>	<p>(1)Existing 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. Existing law establishes the Public Employment Relations Board and prescribes its powers and duties, in relation to these acts. These acts grant specified public employees of these entities the right to form, join, and participate in the activities of employee organizations of their choosing and require public agency employers, among other things, to meet and confer with representatives of recognized employee organizations and exclusive representatives on terms and conditions of employment. 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. By creating new duties for various local agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	

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<u>AB 65</u> <u>Patterson R</u> Transportation bond debt service.	1/19/2017-A. TRANS. 1/19/2017-Referred to Com. on TRANS.	Existing law provides for transfer of certain vehicle weight fee revenues to the Transportation Debt Service Fund to reimburse the General Fund for payment of current year debt service on general obligation bonds issued for transportation purposes, including bonds issued for high-speed rail and associated purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A of 2008). This bill would specifically exclude from payment under these provisions the debt service for Proposition 1A bonds.	
<u>AB 66</u> <u>Patterson R</u> High-Speed Rail Authority: reports.	1/19/2017-A. TRANS. 1/19/2017-Referred to Com. on TRANS.	Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law requires the authority, on a biennial basis, to prepare a business plan containing specified elements and also requires the preparation of various other reports. This bill would require the business plan to identify projected financing costs for each segment or combination of segments of the high-speed rail system, if financing is proposed by the authority. The bill would require the authority to identify in the business plan and in another report any significant changes in scope for segments of the high-speed rail system identified in the previous version of each report and to provide an explanation of adjustments in cost and schedule attributable to the changes.	
<u>AB 69</u> <u>Allen, Travis R</u> State highways: roadside rests.	12/16/2016-A. PRINT 1/4/2017-Read first time.	Existing law provides that the Department of Transportation has full possession and control of the state highway system and associated property. Existing law authorizes the department to plan, design, and construct a system of safety roadside rests along state highways. Existing law requires the department to design only those safety roadside rests that are reasonably economical and that will provide the motorist a place where he or she may stop for a short time during daytime and nighttime hours. This bill would make nonsubstantive changes to these provisions.	

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<p>AB 73 Chiu D</p> <p>Planning and zoning: housing sustainability districts.</p>	<p>1/19/2017-A. L. GOV. 1/19/2017-Referred to Coms. on L. GOV. and NAT. RES. 2/9/2017-Coauthors revised.</p>	<p>(1)The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Existing law provides for various reforms and incentives intended to facilitate and expedite the construction of affordable housing. This bill would authorize a city, county, or city and county, including a charter city, charter county, or charter city and county, to establish by ordinance a housing sustainability district that meets specified requirements, including authorizing residential use within the district through the ministerial issuance of a permit. The bill would authorize the city, county, or city and county to apply to the Office of Planning and Research for approval for a zoning incentive payment and require the city, county, or city and county to provide specified information about the proposed housing sustainability district ordinance. The bill would require the office to approve a zoning incentive payment if the ordinance meets the above-described requirements. The bill would also require the Department of Housing and Community Development, each October 1 following the approval of the housing sustainability district, to issue a certificate of compliance if the city, county, or city and county meets specified criteria pertaining to the continued compliance with these provisions or to deny certification, as provided. The bill would provide that a city, county, or city and county with a housing sustainability district would be entitled to a zoning incentive payment, subject to appropriation of funds for that purpose, and require that 1/2 the amount be provided upon zone approval by the office and 1/2 the amount upon verification by the department of the issuance of permits for the projected units of residential construction within the zone, provided that the city, county, or city and county has received a certificate of compliance for the applicable year. The bill, if no construction has started in a housing sustainability district within 3 years of the date that the first 1/2 of the incentive payment has been made, would require the city, county, or city and county to return the full amount of zoning incentive payments it has received to the department. This bill contains other related provisions and other existing laws.</p>	

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<p><u>AB 87</u> <u>Ting D</u> Autonomous vehicles.</p>	<p>1/19/2017-A. TRANS. 1/19/2017-Referred to Coms. on TRANS. and C. & C.</p>	<p>Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated, if specified requirements are satisfied. Existing law prohibits an autonomous vehicle from being operated on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. Existing law requires the Department of Motor Vehicles to adopt regulations no later than January 1, 2015, setting forth requirements for the submission of evidence of insurance, surety bond, or self-insurance, and for the submission and approval of an application to operate an autonomous vehicle. Under existing law, it is unlawful and constitutes an infraction for any person to violate, or fail to comply with any provision of the Vehicle Code, unless otherwise specified. This bill would provide that violation of this section is not an infraction and would instead, among other things, require the department to revoke the registration of a vehicle that is being operated in violation of those provisions. The bill would also authorize a peace officer to cause the removal and seizure of a vehicle operating on the public streets with a registration that has been revoked pursuant to these provisions and authorize the department to impose a penalty of up to \$25,000 per day for each autonomous vehicle operating in violation of these provisions.</p>	

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<u>AB 91</u> <u>Cervantes D</u> High-occupancy vehicle lanes.	1/19/2017-A. TRANS. 1/19/2017-Referred to Com. on TRANS.	Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive or preferential use of high-occupancy vehicles. When those exclusive or preferential use lanes are established and double parallel solid lines are in place to the right thereof, existing law prohibits any person driving a vehicle from crossing over those double lines to enter into or exit from the lanes, and entrance or exit from those lanes is authorized only in areas designated for these purposes or where a single broken line is in place to the right of the lanes, except as specified. This bill would prohibit, commencing July 1, 2018, a high-occupancy vehicle lane from being established in the County of Riverside, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the department. The bill would require any existing high-occupancy vehicle lane in the County of Riverside that is not a toll lane to be modified to operate as a high-occupancy lane under those same conditions. The bill would authorize the department, on or after May 1, 2019, to reinstate 24-hour high-occupancy vehicle lanes in the County of Riverside if the department makes a specified determination, and would require the department to report to the Legislature on the impact on traffic of limiting the use of high-occupancy lanes only during the hours of heavy commuter traffic, as provided in the bill.	
<u>AB 151</u> <u>Burke D</u> California Global Warming Solutions Act of 2006: market-based compliance mechanisms.	1/11/2017-A. PRINT 1/12/2017-From printer. May be heard in committee February 11.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. This bill would state the intent of the Legislature to enact legislation that authorizes the state board to utilize a market-based compliance mechanism after December 31, 2020, in furtherance of the statewide greenhouse gas emissions limit of at least 40% below the 1990 level by 2030. This bill contains other existing laws.	

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<u>AB 161</u> <u>Levine D</u> Department of Finance: infrastructure investment.	1/30/2017-A. P.E., R. & S.S. 1/30/2017-Referred to Com. on P.E., R., & S.S.	Existing law creates the Department of Finance and provides that the department has general powers of supervision over all matters concerning the financial and business policies of the state. This bill would authorize the Department of Finance to identify infrastructure projects in the state for which the department will guarantee a rate of return on investment for an investment made in that infrastructure project by the Public Employees' Retirement System. The bill would create the Reinvesting in California Special Fund as a continuously appropriated fund and would require the moneys in the fund to be used to pay the rate of return on investment. The bill would require the rate of return on investment to be subject to the availability of moneys in the fund. The bill would also state the intent of the Legislature to identify special funds to be transferred into the fund for the purposes of these provisions. By creating a new continuously appropriated fund, this bill would make an appropriation. This bill contains other existing laws.	
<u>AB 174</u> <u>Bigelow R</u> California Transportation Commission: membership.	1/17/2017-A. PRINT 1/18/2017-From printer. May be heard in committee February 17.	Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. This bill would require that at least one voting member reside in a rural county with a population of less than 100,000 individuals. This bill contains other existing laws.	
<u>AB 179</u> <u>Cervantes D</u> California Transportation Commission.	1/18/2017-A. PRINT 1/19/2017-From printer. 2/15/2017-Re- referred to Com. on TRANS.	Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. This bill would require that 6 of those voting members have specified qualifications. This bill contains other related provisions and other existing laws.	

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<u>AB 188</u> Salas D Vehicle retirement.	1/19/2017-A. PRINT 1/20/2017-From printer. May be heard in committee February 19.	Existing law creates the enhanced fleet modernization program to provide compensation for the retirement of passenger vehicles and light-duty and medium-duty trucks that are high polluters. This bill would require the State Air Resources Board, no later than March 2018, to update the guidelines for the enhanced fleet modernization program to make applicable to light-duty pickup trucks the same standard for miles per gallon that is applicable to minivans, as specified.	
<u>AB 195</u> Oberholte R Local initiative measures: ballot printing specifications.	1/30/2017-A. E. & R. 1/30/2017-Referred to Com. on E. & R.	Existing law requires that the ballots used when voting upon a proposed county, city, or district ordinance submitted to the voters as an initiative measure have printed on them specified text relating to the proposed ordinance and dictates placement of that text. This bill would extend these ballot requirements to any measure submitted to the voters that is proposed by a local governing body or submitted to the voters as an initiative measure. By expanding the local measures to which the ballot requirements apply, the bill would impose a state-mandated local program.	
<u>AB 215</u> Rodriguez D Metro Gold Line Foothill Extension Construction Authority.	1/24/2017-A. PRINT 1/25/2017-From printer. May be heard in committee February 24.	Existing law creates the Metro Gold Line Foothill Extension Construction Authority for the purpose of awarding and overseeing all design and construction contracts for completion of the Los Angeles-Pasadena Foothill Extension Gold Line light rail project, and defines specified terms relating to that authority and project. This bill would make a nonsubstantive change to those provisions.	
<u>AB 221</u> Gray D Workers' compensation: liability for payment.	2/6/2017-A. INS. 2/6/2017-Referred to Com. on INS.	Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, that generally requires employers to secure the payment of workers' compensation for injuries incurred by their employees that arise out of, or in the course of, employment. Existing law requires an employer to provide all medical services reasonably required to cure or relieve the injured worker from the effects of the injury. This bill would provide that for claims of occupational disease or cumulative injury filed on or after January 1, 2018, the employee and the employer would have no liability for payment for medical treatment unless one or more of certain conditions are satisfied, including, among others, that the treatment was authorized by the employer.	Watch

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<u>AB 239</u> <u>Ridley-Thomas D</u> California Environmental Quality Act: urbanized areas.	2/6/2017-A. NAT. RES. 2/6/2017-Referred to Com. on NAT. RES.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA defines the terms "urban area" and "urbanized area" to mean, among other things, an unincorporated area that is completely surrounded by one or more incorporated cities and the population density of the unincorporated area at least equals the population density of the surrounding city or cities. This bill would instead specify that the population density of the unincorporated area be at least 1,000 persons per square mile.	Watch
<u>AB 241</u> <u>Dababneh D</u> Personal information: privacy: state and local agency breach.	2/6/2017-A. P. & C.P. 2/6/2017-Referred to Com. on P. & C.P.	Existing law requires a person or business conducting business in California and any state or local agency, as defined, that owns or licenses computerized data that includes personal information, as defined, to disclose a breach in the security of the data to a resident of California whose unencrypted personal information was, or is reasonably believed to have been, acquired by an unauthorized person in the most expedient time possible and without unreasonable delay, as specified. Existing law requires a person or business, if it was the source of the breach, to offer to provide appropriate identity theft prevention and mitigation services at no cost to the person whose information was or may have been breached if the breach exposed or may have exposed the person's social security number, driver's license number, or California identification card number. This bill also would require a state or local agency, if it was the source of the breach, to offer to provide appropriate identity theft prevention and mitigation services at no cost to a person whose information was or may have been breached if the breach exposed or may have exposed the person's social security number, driver's license number, or California identification card number. This bill contains other related provisions.	Watch

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<u>AB 262</u> <u>Bonta D</u> Public contracts: lowest responsive bidder: eligible materials.	2/13/2017-A. A. & A.R. 2/13/2017-Referred to Coms. on A. & A.R. and NAT. RES.	The State Contract Act governs the bidding and award of public works contracts by specific state departments and requires an awarding department, before entering into any contract for a project, to prepare full, complete, and accurate plans and specifications and estimates of cost. The act generally requires that an awarding department that proposes to contract a public work to award that contract pursuant to a competitive bidding process, under which bids are awarded to the lowest responsible bidder, with specified alternative bidding procedures authorized in certain cases. This bill would require an awarding department to require a prospective bidder to complete a standard form that states the cumulative amount of specified greenhouse gas emissions that were produced in the manufacturing of eligible materials, as defined, to be used on the project, and would provide that a prospective bidder may satisfy this standard by attaching to that form an Environmental Product Declaration, developed in accordance with standards established by the International Organization of Standardization, for that type of product. The bill would require an awarding department, when calculating the lowest responsible bidder for purposes of public works contracts that use eligible materials, to adjust that portion of the bid on the base contract that represents the cost of the eligible materials to incorporate the value of the social cost of those materials. The bill would require the Secretary of Government Operations to establish a formula to calculate the social cost of eligible materials, in accordance with requirements set out in the bill. This bill contains other related provisions and other existing laws.	Watch
<u>AB 268</u> <u>Waldron R</u> State mandates:	2/1/2017-A. PRINT 2/2/2017-From printer. May be heard in committee March 4.	The California Constitution requires the state to provide a subvention of funds to reimburse local government for the costs of that new program or higher level of service, with specified exceptions, when the Legislature or a state agency mandates a new program or higher level of service on any local government, including school districts. Existing law establishes the sole and exclusive procedure by which a local agency or school district may claim reimbursement for these costs. This bill would make a technical, nonsubstantive change to this provision.	Watch

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Metro Government Relations**

Bill ID/Topic	Location	Summary	Position
<u>AB 278</u> <u>Steinorth R</u> California Environmental Quality Act: exemption: existing transportation infrastructure.	2/13/2017-A. NAT. RES. 2/13/2017-Referred to Coms. on NAT. RES. and TRANS.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would exempt from the provisions of CEQA a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure and that meets certain requirements. The bill would require the public agency carrying out the project to take certain actions.	
<u>AB 287</u> <u>Holden D</u> State Highway Route 710: advisory committee.	2/13/2017-A. TRANS. 2/13/2017-Referred to Com. on TRANS.	Existing law provides that the Department of Transportation has full possession and control of all state highways and associated property. Existing law designates and describes state highway routes, including Route 710 in the County of Los Angeles. This bill would require the Department of Transportation, in consultation with the Los Angeles County Metropolitan Transportation Authority, to establish the I-710 Gap Corridor Transit Study Zone Advisory Committee, with a specified membership, to study the alternatives considered in the State Route 710 North Draft Environmental Impact Review and other transit options to improve travel in, and environmental impacts of, the I-710 Corridor project area, along with alternatives not considered by the environmental review. The bill would require the advisory committee, by January 1, 2019, to make recommendations in a report to the Legislature, the Department of Transportation, and the Los Angeles County Metropolitan Transportation Authority on the most appropriate and feasible alternative in the I-710 Corridor project area to improve air quality and public health, improve traffic safety, modernize the freeway design, address projected traffic volumes, and address projected growth in population and employment and activities related to goods movement. This bill contains other related provisions.	

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

Bill ID/Topic	Location	Summary	Position
<p><u>AB 298</u> <u>Gallagher R</u></p> <p>Immigration holds.</p>	<p>2/13/2017-A. PUB. S. 2/13/2017-Referred to Com. on PUB. S.</p>	<p>(1)Existing state law provides that a law enforcement official has discretion to cooperate with federal immigration officials by detaining an individual on the basis of an immigration hold after the person becomes eligible for release only if continued detention of the individual on the basis of the hold does not violate federal, state, or local law, or any local policy, and the person has been convicted of certain crimes.This bill would require a local law enforcement official to cooperate with federal immigration officials by detaining an individual convicted of a felony on the basis of an immigration hold for up to 48 hours, as specified, after the person becomes eligible for release from custody if continued detention on the basis of the immigration hold would not violate federal law. By creating new duties for local officials, this bill would impose a state-mandated local program. The bill would also make conforming changes.This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><u>AB 301</u> <u>Rodriguez D</u></p> <p>Driver's license: examination requirements: certificate of driving skill.</p>	<p>2/6/2017-A. PRINT 2/7/2017-From printer. May be heard in committee March 9.</p>	<p>Under existing law, an applicant for a driver's license is required to submit to an examination appropriate to the type of motor vehicle or combination of vehicles the applicant desires to drive. The examination includes, among other things, a test of the applicant's knowledge and understanding of the law governing the operation of vehicles upon the highways, and, with specified exceptions, an actual demonstration of the applicant's ability to exercise ordinary and reasonable control in operating a motor vehicle by driving it under the supervision of an examining officer. Under existing law, the department is authorized to accept a certificate of driving skill issued by an applicant's employer that is authorized by the department to issue a certificate under a specified provision, in lieu of a driving test, on class A or B applications, under certain circumstances.This bill would make technical, nonsubstantive changes to those provisions.</p>	<p>Watch</p>

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

Bill ID/Topic	Location	Summary	Position
<u>AB 302</u> <u>Gipson D</u> Greenhouse Gas Reduction Fund: 3-year investment plan.	2/6/2017-A. PRINT 2/7/2017-From printer. May be heard in committee March 9.	The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law requires appropriations from the fund to be made in the annual Budget Act. This bill would make technical, nonsubstantive changes to those provisions.	Watch
<u>AB 306</u> <u>Gonzalez Fletcher D</u> Unemployment benefits.	2/6/2017-A. PRINT 2/7/2017-From printer. May be heard in committee March 9.	Existing law prescribes a system for the payment of benefits to unemployed individuals who meet specified eligibility criteria. Existing law requires an employer to post and maintain, in places readily accessible to employees, printed statements concerning benefit rights and other matters. This bill would make nonsubstantive changes to these provisions.	Watch

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

Bill ID/Topic	Location	Summary	Position
<u>AB 330</u> <u>Cooley D</u> Highway safety.	2/21/2017-A. TRANS. 2/21/2017-Referred to Coms. on TRANS. and PUB. S.	Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission programs, on a biennial basis, available state and federal funds for transportation capital improvement projects, other than state highway rehabilitation and repair projects, for the 5-year period of the state transportation improvement program, based on the interregional transportation improvement program prepared by the Department of Transportation and the regional transportation improvement programs prepared by regional transportation planning agencies. Existing law requires the Department of Transportation to submit to the California Transportation Commission an estimate of state and federal funds reasonably expected to be available for future programming over the 5-year period in each state transportation improvement program, and requires the California Transportation Commission to adopt a fund estimate in that regard. This bill would require the fund estimates prepared by the department and the commission to identify and include federal funds derived from apportionments made to the state under the Fixing America's Surface Transportation (FAST) Act of 2015. This bill contains other related provisions and other existing laws.	Watch
<u>AB 344</u> <u>Melendez R</u> Toll evasion violations.	2/21/2017-A. TRANS. 2/21/2017-Referred to Com. on TRANS.	Existing law prohibits a person from evading or attempting to evade the payment of tolls or other charges on any vehicular crossing or toll highway, and makes a violation of these provisions subject to civil penalties, as specified. If a vehicle is found to have evaded tolls on any toll road or toll bridge, existing law requires an issuing agency or a processing agency, within 21 days of the violation, to forward to the registered owner a notice of toll evasion violation setting forth the violation, as specified. This bill would not require a person contesting a notice of toll evasion violation or notice of delinquent toll evasion from being required to pay the toll evasion penalty until after the processing agency or issuing agency finds as a result of an investigation, or the processing agency finds as a result of an administrative review, or a court finds as a result of a hearing, that the contestant did commit a toll evasion violation, whichever occurs later. This bill contains other existing laws.	Watch

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

Bill ID/Topic	Location	Summary	Position
<u>AB 351</u> <u>Melendez R</u> Transportation funding.	2/21/2017-A. TRANS. 2/21/2017-Referred to Com. on TRANS.	(1)Existing law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified.This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018.This bill contains other related provisions and other existing laws.	
<u>AB 358</u> <u>Grayson D</u> Regional economic development areas.	2/8/2017-A. PRINT 2/9/2017-From printer. May be heard in committee March 11.	Existing law finds and declares, among other things, that California's economic development organizations and corporations are an integral component of the state job creation effort and defines specified terms relating to economic development.This bill would state the intent of the Legislature to enact legislation that would develop regional economic development areas.	
<u>AB 378</u> <u>Garcia, Cristina D</u> California Global Warming Solutions Act of 2006: regulations.	2/21/2017-A. NAT. RES. 2/21/2017-Referred to Com. on NAT. RES.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. The act requires the state board to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030.This bill would additionally require the state board to consider and account for the social costs of the emissions and greenhouse gases when adopting those rules and regulations. The bill would authorize the state board to adopt or subsequently revise new regulations that establish a market-based compliance mechanism, applicable from January 1, 2021, to December 31, 2030, to complement direct emissions reduction measures in ensuring that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030.This bill contains other related provisions and other existing laws.	

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

Bill ID/Topic	Location	Summary	Position
<p><u>AB 382</u> <u>Voepel R</u></p> <p>Fuel taxes: Off-Highway Vehicle Trust Fund.</p>	<p>2/21/2017-A. TRANS. 2/21/2017-Referred to Com. on TRANS.</p>	<p>Existing law imposes an excise tax on motor vehicle fuel (gasoline). Existing law, as a result of the elimination of the sales tax on gasoline effective July 1, 2010, provides for a commensurate increase in the excise tax on gasoline. These taxes are deposited to the Motor Vehicle Fuel Account in the Transportation Tax Fund. Existing law requires certain moneys attributable to taxes imposed upon distribution of gasoline related to specified off-highway motor vehicles and off-highway vehicle activities to be transferred monthly from the Motor Vehicle Fuel Account to the Off-Highway Vehicle Trust Fund. Existing law, however, transfers, with respect to the increase in gasoline excise taxes as a result of the elimination of the sales tax on gasoline, to the General Fund the revenues attributable to off-highway vehicles that would otherwise be deposited in the Off-Highway Vehicle Trust Fund. Existing law also requires the Controller to withhold \$833,000 from the monthly transfer, and transfer that amount to the General Fund. The moneys in the Off-Highway Vehicle Trust Fund are required to be used, upon appropriation, for specified purposes related to off-highway motor vehicle recreation. This bill would, on June 30, 2018, eliminate the requirement that the Controller withhold \$833,000 from the monthly transfer and transfer it to the General Fund and would thereby transfer this amount monthly to the Off-Highway Vehicle Trust Fund.</p>	

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

Bill ID/Topic	Location	Summary	Position
<u>AB 398</u> <u>Garcia, Eduardo D</u> Greenhouse Gas Reduction Fund: report.	2/21/2017-A. NAT. RES. 2/21/2017-Referred to Com. on NAT. RES.	The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance to annually submit a report to the appropriate committees of the Legislature on the status of the projects funded with moneys from the fund. This bill would require the department to include additional information in its annual report to the Legislature, including, among other things, the greenhouse gas emissions reductions attributable to each project and the geographic location, industry sector, and number of employees of the business entities, as defined, receiving moneys from the fund. The bill would require state agencies expending moneys from the fund to condition the acceptance of those moneys on the recipient providing information necessary to meet the reporting requirements.	
<u>AB 408</u> <u>Chen R</u> Eminent domain: final offer of compensation.	2/21/2017-A. JUD. 2/21/2017-Referred to Com. on JUD.	Existing law governing settlement offers in eminent domain proceedings authorizes the recovery of litigation expenses under certain circumstances. Existing law provides that if a court finds, on motion of the defendant, that the offer of the plaintiff was unreasonable and the offer of the defendant was reasonable in light of the evidence admitted and the compensation awarded in the proceeding, then the costs allowed shall include the defendant's litigation expenses. This bill would instead provide that if a court finds, on motion of the defendant, that the offer of the plaintiff was lower than 90% of the compensation awarded in the proceeding, then the court would be required to include the defendant's litigation costs in the costs allowed. If the court finds that the offer of the plaintiff was at least 90% and less than 100% of the compensation awarded in the proceeding, the court would be authorized to include the defendant's litigation costs in the costs allowed.	

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

Bill ID/Topic	Location	Summary	Position
<p><u>AB 428</u> <u>Ridley-Thomas D</u></p> <p>Local government: the Ralph M. Brown Act.</p>	<p>2/21/2017-A. L. GOV. 2/21/2017-Referred to Com. on L. GOV.</p>	<p>The Ralph M. Brown Act requires that all meetings of a legislative body of a local agency be open and public, except that closed sessions may be held under prescribed circumstances. Existing law authorizes the legislative body of a local agency to use teleconferencing for the benefit of the public and the legislative body of a local agency in connection with any meeting or proceeding authorized by law provided that the teleconferenced meeting or proceeding complies with all otherwise applicable requirements and provisions of law relating to a specific type of meeting or proceeding. Existing law, until January 1, 2018, authorizes a health authority that conducts a teleconference meeting to count members who are outside the jurisdiction of the authority toward the establishment of a quorum when participating in the teleconference if at least 50% of the number of members that would establish a quorum are present within the boundaries of the territory over which the authority exercises jurisdiction, and the health authority provides a teleconference number, and associated access codes, if any, that allows any person to call in to participate in the meeting, as specified. This bill would extend the operation of these provisions relating to the establishment of a quorum for teleconferenced meetings of a health authority indefinitely. This bill contains other related provisions and other existing laws.</p>	
<p><u>AB 464</u> <u>Gallagher R</u></p> <p>Local government reorganization.</p>	<p>2/13/2017-A. PRINT 2/14/2017-From printer. May be heard in committee March 16.</p>	<p>The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, among other things, establishes procedures for consideration of a proposal for change of organization or reorganization, as defined. Existing law requires that an applicant seeking a change of organization or reorganization submit a plan for providing services within the affected territory that includes, among other requirements, an enumeration and description of the services to be extended to the affected territory and an indication of when those services can feasibly be extended. This bill would specify that the plan is required to also include specific information regarding services currently provided to the affected territory, as applicable, and make related changes.</p>	

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

Bill ID/Topic	Location	Summary	Position
<p><u>AB 467</u> <u>Mullin D</u></p> <p>Local transportation authorities: transactions and use taxes.</p>	<p>2/13/2017-A. PRINT 2/14/2017-From printer. May be heard in committee March 16.</p>	<p>(1) The Local Transportation Authority and Improvement Act provides for the creation in any county of a local transportation authority and authorizes the imposition by the authority, by ordinance, of a retail transactions and use tax, subject to approval of the ordinance by 2/3 of the voters. Existing law provides for the authority to adopt a transportation expenditure plan for the proceeds of the tax, and requires the entire adopted transportation expenditure plan to be included in the voter information handbook sent to voters. This bill would exempt an authority from including the entire adopted transportation expenditure plan in the voter information handbook if the authority posts the plan on its Internet Web site, and the sample ballot and the voter information handbook sent to voters include information on viewing an electronic version of the plan on the Internet Web site and for obtaining a printed copy of the plan by calling the county election office. The bill would require the authority to provide sufficient copies of the plan to the county election office for mailing to each person requesting a copy. By imposing additional requirements on county election officials, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p><u>AB 468</u> <u>Santiago D</u></p> <p>Assault: transit operator: transit vehicle in motion.</p>	<p>2/13/2017-A. PRINT 2/14/2017-From printer. May be heard in committee March 16.</p>	<p>Existing law establishes the crime of assault committed against any person on the property of, or on a motor vehicle of, a public transportation provider, as defined. This bill would express the intent of the Legislature to enact legislation establishing the crime of assault against a transit operator while a transit vehicle is in motion.</p>	Sponsor

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

Bill ID/Topic	Location	Summary	Position
<u>AB 496</u> <u>Fong R</u> Transportation funding.	2/13/2017-A. PRINT 2/14/2017-From printer. May be heard in committee March 16.	(1)Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account. This bill would create the Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. The bill would provide for the deposit of various existing sources of revenue in the Traffic Relief and Road Improvement Account, which the bill would create in the State Transportation Fund, including revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, revenues from certain diesel fuel sales and use taxes, revenues from certain vehicle registration fees, and certain miscellaneous State Highway Account revenues. This bill contains other related provisions and other existing laws.	
<u>AB 499</u> <u>Harper R</u> California Environmental Quality Act: infill development.	2/13/2017-A. PRINT 2/14/2017-From printer. May be heard in committee March 16.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment, as defined, or to adopt a negative declaration if it finds that the project will not have that effect, unless the project is exempt from the act. CEQA exempts a residential project located on an infill site within an urbanized area that meets specified criteria from its requirements. This bill would make nonsubstantive changes to this exemption.	

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

Bill ID/Topic	Location	Summary	Position
<u>AB 515</u> <u>Frazier D</u> State Highway System Management Plan.	2/13/2017-A. PRINT 2/14/2017-From printer. May be heard in committee March 16.	Existing law requires the Department of Transportation to prepare the State Highway Operation and Protection Program for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law requires the State Highway Operation and Protection Program to be based on an asset management plan prepared by the department, and requires the department to submit the proposed State Highway Operation and Protection Program to the California Transportation Commission by January 31 of each even-numbered year for adoption by the commission and submittal by the commission to the Governor and Legislature by April 1 of each even-numbered year. This bill would require the department to prepare a State Highway System Management Plan, which would consist both of the 10-year state highway rehabilitation plan and the 5-year maintenance plan. The bill would require the department to make a draft of its proposed State Highway System Management Plan available to regional transportation agencies for review and comment, and would require the department to include and address any comments in its submittal of the plan to the commission by January 15 of each odd-numbered year. The bill would require the department to transmit the State Highway System Management Plan to the Governor and Legislature by May 1 of each odd-numbered year. This bill contains other existing laws.	
<u>AB 544</u> <u>Bloom D</u> Vehicles: high-occupancy vehicle lanes.	2/13/2017-A. PRINT 2/14/2017-From printer. May be heard in committee March 16.	Existing state law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOVs). Existing law also authorizes super ultra-low emission vehicles, ultra-low emission vehicles, partial zero-emission vehicles, or transitional zero-emission vehicles, as specified, that display a valid identifier issued by the Department of Motor Vehicles to use these HOV lanes. This bill would make a technical, nonsubstantive change to these provisions.	

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

Bill ID/Topic	Location	Summary	Position
<u>AB 548</u> <u>Steinorth R</u> State highways.	2/14/2017-A. PRINT 2/15/2017-From printer. May be heard in committee March 17.	Existing law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make technical, nonsubstantive changes to these provisions.	
<u>AB 555</u> <u>Cunningham R</u> Carl Moyer Memorial Air Quality Standards Attainment Program.	2/14/2017-A. PRINT 2/15/2017-From printer. May be heard in committee March 17.	Existing law establishes the Carl Moyer Memorial Air Quality Standards Attainment Program, which is administered by the State Air Resources Board. The program authorizes the state board to provide grants to offset the incremental cost of eligible projects that reduce emissions from covered vehicular sources. The program also authorizes funding for a fueling infrastructure demonstration program and for technology development efforts that are expected to result in commercially available technologies in the near-term that would improve the ability of the program to achieve its goals. This bill would make technical, nonsubstantive changes to these provision.	
<u>AB 636</u> <u>Irwin D</u> Local streets and roads: expenditure reports.	2/14/2017-A. PRINT 2/15/2017-From printer. May be heard in committee March 17.	Existing law provides for a portion of gasoline excise tax revenues in the Highway Users Tax Account to be distributed by formula to cities based on their population and to counties based on their number of registered vehicles and maintained miles of county roads. Existing law, with limited exceptions, requires each city and county to submit to the Controller a complete report of expenditures for street and road purposes by October 1 of each year relative to the preceding fiscal year ending on June 30. This bill would instead require the report to be submitted to the Controller within 7 months after the close of the fiscal year adopted by a city or county. The bill would make other conforming changes.	

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

Bill ID/Topic	Location	Summary	Position
<u>AB 673</u> <u>Chu D</u> Public transit operators: vehicle safety requirements.	2/15/2017-A. PRINT 2/16/2017-From printer. May be heard in committee March 18.	(1)Existing law imposes various requirements on transit operators and provides funding for transit services and capital improvements.This bill would require a public transit operator, before placing a new bus into revenue operations, to take into consideration recommendations of, and best practices standards developed by, the exclusive representative of the recognized organization representing bus operators of the transit operator for the purpose of protecting bus operators from the risk of assault from persons and by removing blind spots. By creating new duties for public transit operators, this bill would impose a state-mandated local program.This bill contains other related provisions and other existing laws.	
<u>AB 687</u> <u>Chen R</u> State highway routes: route numbers.	2/15/2017-A. PRINT 2/16/2017-From printer. May be heard in committee March 18.	Existing law gives the Department of Transportation full possession and control of all state highways. Existing law describes the authorized routes in the state highway system by route numbers and provides that the route numbers are those given to the routes by the California Transportation Commission.This bill would make nonsubstantive changes to the latter provision.	

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

Bill ID/Topic	Location	Summary	Position
<u>AB 697</u> <u>Fong R</u> Tolls: exemption for privately owned emergency ambulances.	2/15/2017-A. PRINT 2/16/2017-From printer. May be heard in committee March 18.	Existing law provides for the exemption of authorized emergency vehicles, as defined, from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane and any related fines, when the authorized emergency vehicle is being driven while responding to or returning from an urgent or emergency call, engaged in an urgent or emergency response, or engaging in a fire station coverage assignment directly related to an emergency response. Existing law requires a toll operator to accept, in lieu of payment of a bill for an authorized emergency vehicle using a toll facility, a letter from a fire chief, police chief, county sheriff, head of a public agency, or his or her designee certifying that the use of the authorized emergency vehicle was exempt from the payment of the toll or other charge. Existing law further requires, upon written request and information and belief of the toll operator that the use of an authorized emergency vehicle was not in compliance with this section, a fire chief, police chief, county sheriff, head of the public agency, or his or her designee, to provide or otherwise make accessible to the toll operator the dispatch records or log books relevant to the time period when the authorized emergency vehicle was in use on the toll highway, vehicular crossing, or high-occupancy toll (HOT) lane. Existing law prohibits a person from operating a privately owned emergency ambulance unless licensed by the California Highway Patrol. This bill would expand the exemption from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane and any related fines under these conditions to include a privately owned emergency ambulance licensed by the California Highway Patrol.	
<u>AB 730</u> <u>Quirk D</u> Transit districts: prohibition orders.	2/15/2017-A. PRINT 2/16/2017-From printer. May be heard in committee March 18.	Existing law prohibits certain acts by a person with respect to the property, facilities, or vehicles of a transit district. A violation is generally an infraction punishable by a fine not exceeding \$75 on a first offense, or on a subsequent offense by a fine not exceeding \$250 or by community service. This bill would permanently apply these provisions to the San Francisco Bay Area Rapid Transit District. This bill contains other existing laws.	

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

Bill ID/Topic	Location	Summary	Position
<u>AB 733</u> <u>Berman D</u> Enhanced infrastructure financing districts: projects: climate change.	2/15/2017-A. PRINT 2/16/2017-From printer. May be heard in committee March 18.	Existing law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance, and makes related findings and declarations. This bill would additionally authorize the financing of projects that incentivize adapting to the impacts of climate change, including, but not limited to, extreme weather events, sea level rise, flooding, heat waves, wildfire, and drought, and would make conforming changes to the Legislature's findings and declarations.	
<u>AB 788</u> <u>Frazier D</u> Department of Transportation: administration.	2/15/2017-A. PRINT 2/16/2017-From printer. May be heard in committee March 18.	Existing law establishes the Department of Transportation in the Transportation Agency. Existing law provides that the department has possession and control of all property, real or personal, held for the benefit, use, or obligation of the Department of Aeronautics, the Department of Public Works, and the Office of Transportation Planning and Research in connection with the functions of those former organizations that were transferred to or vested in the department. This bill would make nonsubstantive changes to these provisions.	
<u>AB 843</u> <u>Fong R</u> Vehicles: statewide application of the code.	2/16/2017-A. PRINT 2/17/2017-From printer. May be heard in committee March 19.	Existing law regulates the issuance of drivers' licenses and the licensure and operation of vehicles on the roads of the state. Under existing law, these provisions are applicable and uniform throughout the state and in all counties and municipalities. Existing law prohibits local authorities from enacting or enforcing an ordinance or resolution in this area unless expressly authorized. This bill would make technical, nonsubstantive changes to these provisions.	
<u>AB 943</u> <u>Santiago D</u>	03/02/17 Referred to Coms. on L. GOV. and E. & R. 02/17/17 From printer. May be heard in committee March 19. 02/16/17 Read first time. To print.	The Planning and Zoning Law, among other things, authorizes the legislative body of any county or city to adopt ordinances to regulate land use. Existing law also establishes procedures by which city ordinances may be enacted by initiative, including requiring that an ordinance proposed by the voters or submitted by the legislative body of the city be approved by a majority of the votes cast on the ordinance. This bill, in the case of an ordinance that would curb, delay, or deter growth or development within a city, require that an ordinance proposed by the voters or submitted by the legislative body of the city receive 2/3 of the votes cast on the ordinance in order to become effective. The bill would declare that it addresses a matter of statewide concern.	

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

Bill ID/Topic	Location	Summary	Position
<u>AB 979</u> <u>Lackey R</u> Local government.	2/16/2017-A. PRINT 2/17/2017-From printer. May be heard in committee March 19.	Existing law, the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, provides the sole and exclusive authority and procedure for the initiation, conduct, and completion of changes of organization and reorganization for cities and districts and makes related findings and declarations. This bill would make nonsubstantive changes to those findings and declarations.	
<u>AB 1015</u> <u>Mathis R</u> State highways.	2/16/2017-A. PRINT 2/17/2017-From printer. May be heard in committee March 19.	Existing law establishes the Department of Transportation and the California Transportation Commission, provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes, and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make technical, nonsubstantive changes to these provisions.	
<u>AB 1060</u> <u>Burke D</u> Enhanced infrastructure financing districts.	2/16/2017-A. PRINT 2/17/2017-From printer. May be heard in committee March 19.	Existing law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance, including, but not limited to, the acquisition, construction, or rehabilitation of housing for persons of low and moderate income for rent or purchase. This bill would authorize the Los Angeles County Metropolitan Transportation Authority to create an enhanced infrastructure financing district. This bill contains other related provisions.	Sponsor
<u>AB 1063</u> <u>Fong R</u> Transportation funds.	2/16/2017-A. PRINT 2/17/2017-From printer. May be heard in committee March 19.	Existing law requires funds in the State Highway Account to be programmed, budgeted, and expended to maximize the use of federal funds and according to a specified sequence of priorities. Existing law requires the Department of Transportation to provide certain information to the Legislature to substantiate the department's proposed capital outlay support budget. This bill would make nonsubstantive changes to these provisions.	

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

Bill ID/Topic	Location	Summary	Position
<u>AB 1073</u> <u>Garcia, Eduardo D</u> California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.	2/16/2017-A. PRINT 2/17/2017-From printer. May be heard in committee March 19.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. This bill instead would require the state board, when funding a specified class of projects, to allocate, until January 1, 2023, no less than 20% of that available funding to support the early commercial deployment or existing zero- and near-zero-emission heavy-duty truck technology. This bill contains other existing laws.	
<u>AB 1094</u> <u>Choi R</u> Vehicles: automated traffic enforcement systems.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	Existing law requires a driver facing a steady circular red signal alone to stop at a marked limit line, but if none, before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection, and to remain stopped until an indication to proceed is shown, except as specified. Existing law makes it unlawful for a driver to enter or travel in any lane over which a red signal is shown. A violation of those provisions is an infraction punishable by a fine of \$100. This bill would also require a stop to be made at an official traffic control signal erected and maintained at a freeway or highway on ramp. The bill would also make technical, nonsubstantive changes to that provision. This bill contains other existing laws.	
<u>AB 1103</u> <u>Obernolte R</u> Bicycles: yielding.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	Existing law, subject to exceptions, provides that a person riding a bicycle or operating a pedicab upon a highway has all the rights and is subject to all the laws applicable to the driver of a vehicle. A violation of the Vehicle Code is punishable as an infraction. This bill would, notwithstanding those provisions, authorize a person operating a bicycle approaching a stop sign, after slowing to a reasonable speed and yielding the right-of-way, to cautiously make a turn or proceed through the intersection without stopping, unless safety considerations require otherwise. The bill would require a person operating a bicycle to continuously signal an intention to turn right or left during the last 100 feet traveled before the turn, except as specified. Because this bill would impose a new requirement on bicycle operators, the violation of which would be a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	

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

Bill ID/Topic	Location	Summary	Position
<p><u>AB 1113</u> <u>Bloom D</u></p> <p>State Transit Assistance program.</p>	<p>2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.</p>	<p>Existing law requires the transfer of a specified portion of the sales tax on diesel fuel, in addition to various other revenues, to the Public Transportation Account, a trust fund in the State Transportation Fund. Existing law requires funds in the account to be allocated to various public transportation and transportation planning purposes, with specified revenues in the account to be allocated by the Controller to specified local transportation agencies for public transportation purposes, pursuant to the State Transit Assistance (STA) program. Existing law requires STA funds to be allocated by formulas based 50% on population and 50% on transit operator revenues. This bill would revise and recast the provisions governing the STA program. The bill would provide that only STA-eligible operators, as defined, are eligible to receive an allocation from the portion of program funds based on transit operator revenues. The bill would provide for each STA-eligible operator within the jurisdiction of the allocating local transportation agency to receive a proportional share of the revenue-based program funds based on the qualifying revenues of that operator, as defined. The bill would revise the duties of the Controller and the Department of Transportation in administering the program. The bill would make various other conforming changes and would delete obsolete provisions.</p>	
<p><u>AB 1160</u> <u>Bonta D</u></p> <p>Autonomous vehicles.</p>	<p>2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.</p>	<p>Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if specified requirements are met. Existing law defines an autonomous vehicle as any vehicle equipped with autonomous technology that has been integrated into that vehicle. This bill would change the definition of autonomous vehicle to mean any vehicle equipped with autonomous technology that has been integrated into that vehicle and is operated without the active physical control or monitoring by a human operator.</p>	

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

Bill ID/Topic	Location	Summary	Position
<p><u>AB 1218</u> <u>Obernolte R</u></p> <p>California Environmental Quality Act: exemption: bicycle transportation plans.</p>	<p>2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2018, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. CEQA, until January 1, 2018, also exempts from its requirements projects consisting of restriping of streets and highways for bicycle lanes in an urbanized area that are consistent with a bicycle transportation plan under certain conditions. This bill would extend indefinitely those 2 exemptions.</p>	
<p><u>AB 1259</u> <u>Calderon D</u></p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. This bill would make technical, nonsubstantive changes to these provisions. This bill contains other existing laws.</p>	

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

Bill ID/Topic	Location	Summary	Position
<u>AB 1282</u> <u>Mullin D</u> Transportation: task force: permit processing.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	Existing law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would establish a transportation permitting task force consisting of representatives from the department, the commission, state environmental permitting agencies, and other transportation planning entities to develop a process for early engagement for all parties in the development of transportation projects.	
<u>AB 1301</u> <u>Fong R</u> Joint Legislative Committee on Climate Change Policies.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	Existing law creates the Joint Legislative Committee on Climate Change Policies and requires the committee to ascertain facts and make recommendations to the Legislature and to committees of the Legislature concerning the state's programs, policies, and investments related to climate change, as specified. This bill would state the mission of the joint committee, as specified, and would require the chair of the State Air Resources Board to annually make a specified presentation to the joint committee on specified greenhouse gas emissions reduction measures that are being implemented or considered by the state board.	
<u>AB 1324</u> <u>Gloria D</u> Metropolitan planning organizations: transactions and use taxes.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	Existing law authorizes various local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law. Existing federal law provides for the designation of some of these entities as metropolitan planning organizations. This bill would authorize a metropolitan planning organization authorized by law to levy, expand, increase, or extend a transactions and use tax to levy, expand, increase, or extend that tax in only a portion of the jurisdiction, as an alternative to the entire jurisdiction, in which the organization is authorized to levy, expand, increase, or extend the tax, if approved by the required percentage of the voters in that portion of the jurisdiction. The bill would require the revenues derived from the levy, expansion, increase, or extension to be used only within the area for which the levy, expansion, increase, or extension was approved by the voters.	

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

Bill ID/Topic	Location	Summary	Position
<u>AB 1363</u> <u>Baker R</u> Transportation revenues.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	Article XIX of the California Constitution restricts the expenditure of revenues from taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. Existing law requires certain miscellaneous revenues deposited in the State Highway Account that are not restricted as to expenditure by Article XIX of the California Constitution to be transferred to the Transportation Debt Service Fund in the State Transportation Fund, as specified, and requires the Controller to transfer from the fund to the General Fund an amount of those revenues necessary to offset the current year debt service made from the General Fund on general obligation transportation bonds issued pursuant to Proposition 116 of 1990. This bill would, on July 1, 2018, delete the transfer of these miscellaneous revenues to the Transportation Debt Service Fund, thereby eliminating the offsetting transfer to the General Fund for debt service on general obligation transportation bonds issued pursuant to Proposition 116 of 1990. The bill, subject to a specified exception, would, on July 1, 2018, instead require the miscellaneous revenues to be retained in the State Highway Account and to be used solely for transportation expenditures consistent with the restrictions for expenditure of fuel tax revenues in Article XIX of the California Constitution.	
<u>AB 1383</u> <u>Fong R</u> California Global Warming Solutions Act of 2006: regulations.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions. This bill would require the state board to take specified actions and make specified findings prior to adopting a regulation under the act. The bill also would require the state board to take specified actions within 2 years of adopting a regulation under the act and to revise that regulation based on those specified actions.	

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

Bill ID/Topic	Location	Summary	Position
<u>AB 1395</u> <u>Chu D</u> State highways: blight.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	Existing law provides that the Department of Transportation has full possession and control of all state highways and associated property, and sets forth the powers and duties of the department with respect to the operation, maintenance, and improvement of state highways. This bill would state the intent of the Legislature to enact legislation to create a pilot project that consists of the Division of Maintenance of the Department of Transportation working with a local jurisdiction to effectively address blight on state highway property.	
<u>AB 1418</u> <u>O'Donnell D</u> Freight transportation systems.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) created the Trade Corridors Improvement Fund and provided for allocation by the California Transportation Commission of \$2 billion in bond funds for infrastructure improvements on highway and rail corridors that have a high volume of freight movement and for specified categories of projects eligible to receive these funds. Existing law continues the Trade Corridors Improvement Fund in existence in order to receive revenues from sources other than the bond act for these purposes. Existing law requires the California Transportation Commission, in determining trade corridor improvements eligible for funding with these revenues, to consult various plans, including the State Air Resources Board's Sustainable Freight Strategy. This bill would state the intent of the Legislature to enact legislation ensuring and promoting the competitiveness of California's statewide and local freight transportation systems, including job growth, in a manner consistent with the goals of the Sustainable Freight Strategy.	
<u>AB 1421</u> <u>Dababneh D</u> Intercity rail services: noise and vibration.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	Existing law authorizes the Department of Transportation to contract with Amtrak for intercity rail passenger services and provides funding for these services from the Public Transportation Account. This bill would require the department to conduct a study to determine the noise and vibration levels, associated with the operation of state-funded intercity rail passenger services, that impact residential areas or schools along railroad lines where the department contracts for those services.	

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

Bill ID/Topic	Location	Summary	Position
<u>AB 1427</u> <u>Eggman D</u> Metropolitan Transportation Commission.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	Existing law designates the Metropolitan Transportation Commission (MTC) as the regional transportation planning agency for the 9-county San Francisco Bay area, with various powers and duties relative to transportation planning, programming, and funding. Existing law requires the California Transportation Commission, when allocating funds for construction on the state highway system within the region under the jurisdiction of the MTC, to conform to the regional transportation plan and the schedule of priorities adopted by the MTC, but authorizes the California Transportation Commission to deviate from the MTC's plan and schedule because of an overriding statewide interest. Existing law describes the authorized routes in the state highway system, which includes the routes in the interstate highway system in California. This bill would, in this regard, delete a specific reference to the interstate highway system and instead refer solely to the state highway system.	
<u>AB 1442</u> <u>Allen, Travis R</u> Bonds: transportation: water projects.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of general obligation bonds in the amount of \$9 billion for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters. This bill would state the intent of the Legislature to enact legislation to redirect the high-speed rail bond act funds to water projects.	
<u>AB 1444</u> <u>Baker R</u> Livermore Amador Valley Transit Authority: demonstration project.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	Existing law permits the operation of an autonomous vehicle on public roads for testing purposes if, among other requirements, a driver is seated in the driver's seat and is capable of taking immediate manual control of the vehicle in the event of an autonomous technology failure or other emergency. This bill would authorize the Livermore Amador Valley Transit Authority, in accordance with substantially similar conditions, to conduct a shared autonomous vehicle demonstration project for the testing of autonomous vehicles that do not have a driver seated in the driver's seat and are not equipped with a steering wheel, a brake pedal, or an accelerator, as specified. This bill contains other existing laws.	Watch

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

Bill ID/Topic	Location	Summary	Position
<u>AB 1512</u> <u>McCarty D</u> Motor Vehicle Fuel Tax Law.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	The Motor Vehicle Fuel Tax Law imposes a tax on each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered or sold into this state and provides for the deposit of all moneys received under that law into a specified fund. This bill would make nonsubstantive changes to the provision related to that fund.	
<u>AB 1519</u> <u>Cervantes D</u> State highways.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	Existing law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make technical, nonsubstantive changes to these provisions.	
<u>AB 1523</u> <u>Obernalte R</u> Transportation funds.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	Existing law requires the Department of Transportation and the California Transportation Commission to develop estimates of available state and federal funds and provides that, after deducting expenditures for administration, operation, maintenance, local assistance, safety, rehabilitation, and certain environmental enhancement and mitigation expenditures, the remaining funds are to be available for capital improvement projects to be programmed in the state transportation improvement program. This bill would make nonsubstantive changes to these provisions.	Watch
<u>AB 1623</u> <u>Acosta R</u> State Air Resources Board.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	Existing law designates the State Air Resources Board as the state agency charged with coordinating efforts to attain and maintain ambient air quality standards, to conduct research into the causes of and solution to air pollution, and to systematically attack the serious problem caused by motor vehicles. This bill would make a technical, nonsubstantive change to that provision.	Watch

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

Bill ID/Topic	Location	Summary	Position
<p><u>AB 1630</u> <u>Bloom D</u></p> <p>California Transportation Plan: wildlife movement.</p>	<p>2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.</p>	<p>Existing law requires various transportation planning activities by state and regional agencies. Existing law provides for the Department of Transportation to prepare the California Transportation Plan for submission to the Governor and the Legislature and to complete the first update by December 31, 2015, and to update the plan every 5 years thereafter, as a long-range planning document that incorporates various elements and is consistent with specified expressions of legislative intent. The plan is required to consider various subject areas for the movement of people and freight, including environmental protection. This bill would add wildlife movement across transportation infrastructure to the subject areas that the plan is required to consider for the movement of people and freight.</p>	<p>Watch</p>
<p><u>AB 1635</u> <u>Quirk-Silva D</u></p> <p>Public contracts: small business participation.</p>	<p>2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.</p>	<p>The Small Business Procurement and Contract Act requires the Director of General Services and the heads of other state agencies that enter into contracts for the provision of goods, services, and information technology and for the construction of state facilities to establish goals for the participation of small businesses in these contracts, to provide for small business preference in the award of these contracts, to give special consideration and special assistance to small businesses, and, whenever possible, to make awards to small businesses, as specified. This bill would require all state agencies, departments, boards, and commissions to establish and achieve an annual goal of 25% small business participation in state procurements and contracts, to ensure that the state's procurement and contract processes are administered in order to meet or exceed the goal, and to report to the director statistics regarding small business participation in the agency's procurements and contracts. The bill would require the Department of General Services to monitor the progress of the agencies toward meeting the goal and to provide this information to the Office of Small Business Advocate. The bill would also require a state agency, department, board, or commission that has not achieved the goal by the close of the fiscal year to submit a corrective action plan to the department within 45 days. This bill contains other related provisions.</p>	

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

Bill ID/Topic	Location	Summary	Position
<p>AB 1640 Garcia, Eduardo D</p> <p>Transportation funding: low-income communities.</p>	<p>2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.</p>	<p>Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission generally programs and allocates available state and federal funds for transportation capital improvement projects, other than state highway rehabilitation and repair projects, over a multiyear period based on estimates of funds expected to be available. Existing law provides funding for these interregional and regional transportation capital improvement projects through the state transportation improvement program process, with 25% of funds available for interregional projects selected by the Department of Transportation through preparation of an interregional transportation improvement program and 75% for regional projects selected by transportation planning agencies through preparation of a regional transportation improvement program. Existing law requires each transportation planning agency, on a biennial basis, to prepare and submit to the commission a regional transportation improvement program containing transportation capital projects identified for funding through the next cycle of the 5-year state transportation improvement program. This bill would require, beginning January 1, 2020, each regional transportation improvement program to allocate a minimum of 25% of available funds to projects or programs that provide direct, meaningful, and assured benefits to low-income individuals who live in certain identified communities or to riders of transit service that connects low-income residents to critical amenities and services. The bill would require the department, in consultation with residents of low-income communities and specified state agencies, to adopt guidelines for this allocation no later than January 1, 2018, to define and map low-income communities that are disadvantaged with respect to transportation, to identify communities that would benefit from the allocation requirements, and to specify criteria for determining whether certain investments benefit low-income residents of the identified communities. The bill would require the department to provide financial support, upon appropriation by the Legislature, to low-income residents of low-income communities for specified purposes generally relating to enabling their participation in the development of these guidelines and the selection of transportation projects and programs.</p>	

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

Bill ID/Topic	Location	Summary	Position
<u>AB 1652</u> <u>Kalra D</u> Public transportation.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	Existing law provides various sources of funding for transportation purposes, including public transportation. This bill would state the intent of the Legislature to enact legislation to promote access to public transportation.	
<u>AB 1658</u> <u>Frazier D</u> Open meetings.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	The Ralph M. Brown Act generally requires that the meetings of the legislative bodies of local agencies be conducted openly, with specified exceptions. The act authorizes a legislative body of a local agency to require that a copy of the act be given to each member of the legislative body and to any person elected to serve as a member of the legislative body who has not yet assumed the duties of the office. This bill would make a nonsubstantive change to that provision.	
<u>AB 1684</u> <u>Bloom D</u> Joint highway districts.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	Existing law authorizes the creation of joint highway districts to be composed of 2 or more counties for the purpose of improving public highways. Existing law authorizes the board of directors of a joint highway district to request the board of supervisors of a county within the district to condemn and acquire property or rights-of-way necessary for the projects of the district. This bill would make nonsubstantive changes to these provisions.	
<u>ACA 3</u> <u>Kiley R</u> Elections: initiatives and referenda.	1/19/2017-A. PRINT 1/20/2017-From printer. May be heard in committee February 19.	The California Constitution provides that the electors may propose a statute or an amendment to the California Constitution by initiative and approve or reject a statute by referendum. An initiative measure may be proposed by presenting to the Secretary of State a petition that sets forth the text of the proposed statute or amendment to the Constitution, and is certified to have been signed by the required number of electors, as prescribed. A referendum measure may be proposed by presenting to the Secretary of State a petition that sets forth the statute or part of the statute to be submitted to the electors, and is certified to have been signed by the required number of electors. Prior to the circulation of an initiative or referendum petition for signatures, the California Constitution requires that a copy of the petition be submitted to the Attorney General, who must prepare a title and summary of the measure. This measure would transfer from the Attorney General to the Legislative Analyst the duty of preparing the title and summary for a proposed initiative or referendum.	Watch

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

Bill ID/Topic	Location	Summary	Position
<p>SB 1 Beall D</p> <p>Transportation funding.</p>	<p>2/22/2017-S. GOV. & F.</p> <p>2/22/2017-From committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 4. Noes 2.) (February 22). Re-referred to Com. on GOV. & F.</p>	<p>(1)Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account. This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, 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, including revenues attributable to a \$0.12 per gallon increase, phased in over 3 years, in the motor vehicle fuel (gasoline) tax imposed by the bill with an inflation adjustment, as provided, an increase of \$38 in the annual vehicle registration fee with an inflation adjustment, as provided, a new \$100 annual vehicle registration fee with an inflation adjustment, as provided, applicable to zero-emission motor vehicles, as defined, and certain miscellaneous revenues described in (7) below that are not restricted as to expenditure by Article XIX of the California Constitution. This bill contains other related provisions and other existing laws.</p>	<p>Support</p>

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

Bill ID/Topic	Location	Summary	Position
<u>SB 20</u> <u>Hill D</u> Vehicles: buses: seatbelts.	1/12/2017-S. T. & H. 2/15/2017-From committee with author's amendments. Read second time and amended. Re- referred to Com. on T. & H.	Existing 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. The bill would make a violation of this provision an infraction punishable by a fine of not more than \$20 for a first offense and a fine of not more than \$50 for each subsequent offense. By creating a new crime, the bill would impose a state-mandated local program. The bill would specify that it does not apply to schoolbuses. This bill contains other related provisions and other existing laws.	
<u>SB 21</u> <u>Hill D</u> Law enforcement agencies: surveillance: policies.	1/12/2017-S. PUB. S. 1/12/2017-Referred to Coms. on PUB. S. and JUD.	Under existing law, a city or county is empowered to perform duties including providing for public safety and law enforcement. A city or county is authorized, either directly or indirectly, to prescribe policies and regulations for law enforcement agencies under its jurisdiction. This bill 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.	

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

Bill ID/Topic	Location	Summary	Position
<p><u>SB 22</u> <u>Hill D</u></p> <p>Firearms: law enforcement agencies: agency firearm accounting.</p>	<p>1/12/2017-S. PUB. S. 1/12/2017-Referred to Com. on PUB. S.</p>	<p>Existing law generally requires that a transaction involving a firearm be conducted through a licensed firearms dealer. This requirement does not apply under existing law to the sale or transfer of a firearm to an authorized law enforcement representative for exclusive use by that law enforcement agency if, prior to the transfer of the firearm, written authorization from the head of the agency is presented to the person from whom the transfer is being made. In these cases, existing law requires the firearm to be entered as an institutional weapon into the Automated Firearms System via the California Law Enforcement Telecommunications System. This bill 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. By imposing additional duties on local law enforcement agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p><u>SB 53</u> <u>Hueso D</u></p> <p>Natural gas vehicles.</p>	<p>1/12/2017-S. T. & H. 1/12/2017-Referred to Com. on T. & H.</p>	<p>Existing state and federal law sets specified limits on the total gross weight imposed on the highway by any group of 2 or more consecutive axles. Existing 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.</p>	

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

Bill ID/Topic	Location	Summary	Position
<p><u>SB 54</u> <u>De León D</u></p> <p>Law enforcement: sharing data.</p>	<p>1/31/2017-S. APPR. 1/31/2017-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2.) (January 31). Re-referred to Com. on APPR.</p>	<p>Existing 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 existing laws.</p>	
<p><u>SB 80</u> <u>Wieckowski D</u></p> <p>California Environmental Quality Act: notices.</p>	<p>1/19/2017-S. E.Q. 2/14/2017-From committee with author's amendments. Read second time and amended. Re- referred to Com. on EQ.</p>	<p>(1)The California Environmental Quality Act requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. The act requires the lead agency to mail certain notices to persons who have filed a written request for notices. The act provides that if the agency's offer to provide the notices by email, upon filing a written request for notices, a person may request that the notices be provided to him or her by email. This bill would require the lead agency to post those notices on the agency's Internet Web site. The bill would require the agency to offer to provide those notices by email. Because this bill would increase the level of service provided by a local agency, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	

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

Bill ID/Topic	Location	Summary	Position
<p><u>SB 137</u> <u>Allen D</u></p> <p>Transit districts: ordinances.</p>	<p>1/26/2017-S. T. & H. 1/26/2017-Referred to Com. on T. & H.</p>	<p>Existing law provides for the creation of the Southern California Rapid Transit District in and around the County of Los Angeles, with specified powers and duties relative to providing public transit service. Existing law requires an ordinance passed by the board of directors of the district to be published once within 15 days after passage in a newspaper of general circulation printed and published in the district. This bill would authorize the district to print and publish an ordinance in a newspaper of general circulation more than once within 15 days after passage. The bill would require the district to also make an ordinance available online on appropriate Internet Web sites within 15 days after passage. By requiring a local agency to perform an additional duty, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><u>SB 145</u> <u>Hill D</u></p> <p>Autonomous vehicles: testing on public roads.</p>	<p>1/26/2017-S. T. & H. 1/26/2017-Referred to Com. on T. & H.</p>	<p>Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Existing law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. Existing law requires the department to notify the Legislature if it receives an application from a manufacturer seeking approval to operate an autonomous vehicle capable of operating without the presence of a driver inside the vehicle. Existing law prohibits such an application from becoming effective any sooner than 180 days after that application is submitted. This bill would repeal the requirement that the department notify the Legislature of receipt of an application seeking approval to operate an autonomous vehicle capable of operating without the presence of a driver inside the vehicle. The bill would also repeal the requirement that the approval of such an application not be effective any sooner than 180 days after the date the application is submitted. This bill contains other related provisions.</p>	

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

Bill ID/Topic	Location	Summary	Position
<u>SB 159</u> <u>Allen D</u> Arts Council.	1/19/2017-S. RLS. 2/2/2017-Referred to Com. on RLS.	The Dixon-Zenovich-Maddy California Arts Act of 1975 establishes the Arts Council, consisting of 11 appointed members. The act specifies the duties of the council, including providing for the exhibition of art works in public buildings throughout California. This bill would additionally require the Arts Council to encourage the public exhibition of art works in both public and private spaces throughout California.	Watch
<u>SB 163</u> <u>Bradford D</u> Elections: domicile: residence.	2/2/2017-S. JUD. 2/2/2017-Referred to Coms. on JUD. and E. & C.A.	Existing law defines "residence" for voting purposes as a person's domicile. Existing law describes the domicile of a person as that place in which his or her habitation is fixed, wherein the person has the intention of remaining, and to which, whenever he or she is absent, the person has the intention of returning. Existing law describes the residence of a person as that place in which the person's habitation is fixed for some period of time, but wherein he or she does not have the intention of remaining. Existing law provides that a person may have only one domicile at a given time, but may have more than one residence. Existing law also provides that, for purposes of determining the domicile of a Member of the Legislature or a Representative in the Congress of the United States, it shall be conclusively presumed that the residence address indicated on that person's currently filed affidavit of voter registration is that person's domicile. This bill would provide that a person's domicile or residence may also be the place in which the person has legal tenancy. This bill would define legal tenancy for voting purposes to mean a person's right to possess or hold property, whether by lease or by title. This bill would provide that the conclusive presumption for determining a Member of the Legislature's domicile applies if the person has legal tenancy at the residence address indicated on his or her affidavit of voter registration.	Watch

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

Bill ID/Topic	Location	Summary	Position
<u>SB 194</u> <u>Anderson R</u> Probation: revocation: new period.	2/9/2017-S. PUB. S. 2/9/2017-Referred to Com. on PUB. S.	Existing law allows an order revoking probation to be set aside for good cause before judgement has been pronounced. If probation has been revoked after judgment has been pronounced, existing law allows the judgment and the order which revoked the probation to be set aside within 30 days after the court has notice that the execution of the sentence has commenced. If an order setting aside the judgement, the revocation of probation, or both is made after the expiration of the probationary period, existing law allows the court to place the person on probation for that period and with those terms and conditions as it could have done immediately following conviction. This bill would allow the court to place the person on probation for a new period of probation with those terms and conditions as it could have done immediately following conviction whether the order setting aside the judgement, the revocation of probation, or both was made before or after the expiration of the probationary period. By increasing the duties of probation officers, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
<u>SB 200</u> <u>Morrell R</u> Public employees' retirement benefits: final compensation.	1/31/2017-S. RLS. 2/9/2017-Referred to Com. on RLS.	The California Public Employees' Pension Reform Act of 2013 (PEPRA), on and after January 1, 2013, requires a public retirement system, as defined, to modify its plan or plans to comply with the act and, among other provisions, establishes certain new retirement formulas that may not be exceeded by a public employer offering a defined benefit pension plan. This bill would make a nonsubstantive change to that provision. This bill contains other existing laws.	Watch

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

Bill ID/Topic	Location	Summary	Position
<p><u>SB 224</u> <u>Jackson D</u></p> <p>California Environmental Quality Act: baseline conditions.</p>	<p>2/16/2017-S. E.Q. 2/16/2017-Referred to Com. on EQ.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would prohibit the lead agency, in determining the baseline physical conditions by which a lead agency determines whether a project has a significant effect on the environment, from considering the effects of certain actions on the environment.</p>	

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

Bill ID/Topic	Location	Summary	Position
<p><u>SB 251</u> <u>Cannella R</u></p> <p>Autonomous vehicles: pilot project.</p>	<p>2/16/2017-S. T. & H. 2/16/2017-Referred to Com. on T. & H.</p>	<p>Existing law permits the operation of an autonomous vehicle on public roads for testing purposes if, among other requirements, a driver is seated in the driver's seat and is capable of taking immediate manual control of the vehicle in the event of an autonomous technology failure or other emergency. Notwithstanding these provisions, existing law, until 180 days after the operative date of regulations promulgated by the Department of Motor Vehicles to allow testing of autonomous vehicles without a driver in the vehicle, authorizes the Contra Costa Transportation Authority to conduct a pilot project for the testing of autonomous vehicles that do not have a driver seated in the driver's seat and are not equipped with a steering wheel, a brake pedal, or an accelerator if the testing is conducted only at specified locations and the autonomous vehicle operates at speeds of less than 35 miles per hour, as provided. This bill would, until 180 days after the operative date of the above specified regulations, allow the County of Merced to conduct a pilot project for the testing of autonomous vehicles that do not have a driver seated in the driver's seat and are not equipped with a steering wheel, a brake pedal, or an accelerator if the testing is conducted at the Castle Commerce Center. The bill would require the County of Merced or a private entity, or a combination of the two, to obtain an instrument of insurance, surety bond, or proof of self-insurance in an amount of \$5,000,000 prior to the start of testing of any autonomous vehicle on or across a public road and would require evidence of the insurance, surety bond, or proof of self-insurance to be provided to the Department of Motor Vehicles in the form and manner required by the department. The bill would require the County of Merced or a private entity, or a combination of the two, to provide the department with a detailed description of the testing program, as specified. The bill would require the operator of the autonomous vehicle technology to disclose what personal information concerning a pilot project participant is collected by an autonomous vehicle. The bill would allow the department to require data collection for evaluating the safety of the vehicles, as provided.</p>	<p>Watch</p>

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

Bill ID/Topic	Location	Summary	Position
<u>SB 256</u> <u>Atkins</u> D Public contracts: criminal offenses and statute of limitations.	2/16/2017-S. PUB. S. 2/16/2017-Referred to Com. on PUB. S.	Existing law makes it unlawful to split or separate into smaller work orders or projects for various local entities, including cities, counties, community college districts, reclamation districts, and school districts, for the purpose of evading laws requiring public works to be done by contract after competitive bidding. Existing law makes that act a misdemeanor if the work order or project is for a city or county. This bill would require that prosecution for a misdemeanor violation of the crimes described above with respect to a city, county, community college district, reclamation district, or school district, or with respect to a public agency whose governing board has by resolution elected to become subject to specified uniform construction cost accounting procedures and has notified the Controller of that election, commence within 3 years of the commission of the offense. This bill contains other related provisions and other existing laws.	Watch
<u>SB 259</u> <u>Wilk</u> R Reports.	2/16/2017-S. G.O. 2/16/2017-Referred to Coms. on G.O. and JUD.	Existing law generally sets out the requirements for the submission of written reports by public agencies to the Legislature, the Governor, the Controller, and state legislative and other executive entities. This bill would require a written report, as defined, submitted by any state agency or department to the Legislature, a Member of the Legislature, or any state legislative or executive body to include a signed statement by the head of the agency or department declaring that the factual contents of the written report are true, accurate, and complete to the best of his or her knowledge. This bill contains other related provisions.	Watch
<u>SB 262</u> <u>Wieckowski</u> D Climate change: climate adaptation: advisory council.	2/16/2017-S. E.Q. 2/16/2017-Referred to Com. on EQ.	Existing law requires the Office of Planning and Research to establish an advisory council, comprised of members for a range of disciplines, to support the office's goals to facilitate coordination among state, regional, and local agency efforts to adapt to the impacts of climate change. This bill would specify that the members on the advisory council serve staggered terms of 4 years. The bill would require the members of the advisory council to select a chairperson from their members.	Watch

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

Bill ID/Topic	Location	Summary	Position
<u>SB 263</u> <u>Leyva D</u> Climate Assistance Centers.	2/16/2017-S. E.Q. 2/16/2017-Referred to Coms. on EQ. and N.R. & W.	Existing law creates the Transformative Climate Communities Program, which is administered by the Strategic Growth Council. Existing law requires the council to award competitive grants to specified eligible entities for the development and implementation of neighborhood-level transformative climate community plans that include greenhouse gas emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities, as defined. Existing law requires the California Environmental Protection Agency to provide assistance in performing outreach to disadvantaged communities and assessing the environmental justice benefits of project awards. This bill would require the council to establish no less than 10 regional climate assistance centers, equitably distributed across urban and rural areas of the state, to build the capacity of local community organizations, municipalities, and small businesses from disadvantaged communities to participate in state climate investment programs, as specified. The bill would require the council to allocate available moneys to community-based and nonprofit organizations to engage with climate assistance centers and conduct outreach in disadvantaged communities, as specified. The bill would authorize moneys from the Greenhouse Gas Reduction Fund to be available, upon appropriation, for allocation by the council for the purposes of the climate assistance centers. The bill would require the council to establish a state interagency working group, coordinated by the council and including specified state agency staff, to develop integrated outreach information on state climate investment programs and to coordinate outreach activities with the climate assistance centers. The bill would require the council and the state board to make a specified report to the Legislature. This bill contains other existing laws.	Watch
<u>SB 264</u> <u>Nguyen R</u> High-occupancy toll lanes.	2/8/2017-S. RLS. 2/16/2017-Referred to Com. on RLS.	Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes a regional transportation agency or the department to apply to the California Transportation Commission to develop and operate high-occupancy toll (HOT) lanes or other toll facilities. Existing law defines "regional transportation agency" for these purposes to include, among other agencies, a county transportation commission established under the County Transportation Commissions Act. This bill would instead refer to a county transportation commission or authority established under that act.	Watch

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

Bill ID/Topic	Location	Summary	Position
<u>SB 267</u> <u>Pan D</u> Political Reform Act of 1974: City of Sacramento.	2/16/2017-S. E. & C.A. 2/16/2017-Referred to Com. on E. & C.A.	Existing law authorizes the Fair Political Practices Commission, upon mutual agreement between the Commission and the Board of Supervisors of the County of San Bernardino, to have primary responsibility for the impartial, effective administration, implementation, and enforcement of a local campaign finance reform ordinance of the County of San Bernardino, as specified. Existing law also authorizes the Fair Political Practices Commission to enter into such an agreement with the City Council of the City of Stockton. This bill would authorize the Commission and the City Council of the City of Sacramento to also enter into such an agreement, as specified. The bill would require, if such an agreement is executed, that the Commission report specified information to the Legislature regarding the performance of that agreement within four years of the date on which the agreement was entered. The bill would repeal its provisions on January 1, 2022. This bill contains other related provisions and other existing laws.	
<u>SB 268</u> <u>Mendoza D</u> Los Angeles County Metropolitan Transportation Authority.	2/8/2017-S. RLS. 2/16/2017-Referred to Com. on RLS.	Existing law creates the Los Angeles County Metropolitan Transportation Authority with specified powers and duties relative to transportation planning, programming, and operations in Los Angeles County. The authority is governed by a 14-member board of directors which is the Mayor of the City of Los Angeles, 2 public members and one Los Angeles city council member appointed by the mayor, 4 members appointed from the other cities in the county, the 5 members of the board of supervisors, and a nonvoting member appointed by the Governor. This bill would make nonsubstantive changes to these provisions.	Watch

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

Bill ID/Topic	Location	Summary	Position
<u>SB 275</u> <u>Portantino D</u> Surplus residential property: State Route 710: property taxes: assessments.	2/23/2017-S. T. & H. 2/23/2017-Referred to Coms. on T. & H. and GOV. & F.	Existing law declares the intent of the Legislature to preserve, upgrade, and expand the supply of housing to persons and families of low or moderate income through the sale of specified surplus residential property owned by public agencies. Existing law establishes priorities and procedures that any state agency disposing of that surplus residential property is required to follow. This bill would require surplus residential property purchased at an affordable price pursuant to the procedures described above to be assessed at its affordable price for property tax purposes. The bill would also require surplus residential property purchased at a reasonable price pursuant to the procedures described above to be assessed at its reasonable price for property tax purposes. The bill would provide that these provisions only apply to surplus residential properties for State Route 710, in Los Angeles County. This bill contains other related provisions and other existing laws.	
<u>SB 337</u> <u>Bates R</u> Repatriation Infrastructure Fund.	2/23/2017-S. GOV. & F. 2/23/2017-Referred to Coms. on GOV. & F. and T. & H.	Existing law provides various sources of funding for transportation purposes, including funding for the state highway system, the local street and road system, and public transportation. This bill, until July 1, 2025, would require the Department of Finance, in consultation with the Franchise Tax Board, to estimate, on an annual basis by November 1 of each year, the amount of revenue to be received from state taxes in the next fiscal year as a consequence of enactment of a federal corporate repatriation statute pursuant to which foreign earnings of United States-based corporations that are currently invested abroad are moved to the United States. This bill contains other related provisions.	

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

Bill ID/Topic	Location	Summary	Position
<u>SB 387</u> <u>Jackson D</u> The False Claims Act.	2/23/2017-S. JUD. 2/23/2017-Referred to Com. on JUD.	Existing law, the False Claims Act, provides that a person who commits any one of several enumerated acts relating to the submission to the state or a political subdivision of the state of a false claim for money, property, or services, as specified, shall be liable to the state or political subdivision for certain damages and a civil penalty. Existing federal law requires the Office of Inspector General, in consultation with the United States Attorney General, to determine whether a state has a false claims act that qualifies the state for a 10-percentage-point increase under the Social Security Act in the state's share of any amounts recovered under that law, by, among other things, imposing a civil penalty that is not less than the amount of the civil penalty authorized under the Federal False Claims Act. Existing federal law, the Federal Civil Penalties Inflation Adjustment Act of 1990, requires federal agencies to adjust the levels of civil monetary penalties for inflation to improve the effectiveness of civil monetary penalties and to maintain their deterrent effect. This bill would specify that the fines imposed for violation of the False Claims Act shall be imposed as adjusted by the Federal Civil Penalties Inflation Adjustment Act of 1990.	
<u>SB 389</u> <u>Roth D</u> State highways.	2/14/2017-S. RLS. 2/23/2017-Referred to Com. on RLS.	Existing law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make technical, nonsubstantive changes to these provisions.	
<u>SB 400</u> <u>Portantino D</u> City streets and highways.	2/15/2017-S. RLS. 2/23/2017-Referred to Com. on RLS.	Existing law authorizes the legislative body of a city to do any and all things necessary to lay out, acquire, and construct any section or portion of any street or highway within its jurisdiction as a freeway and to make any existing street or highway a freeway. This bill would make nonsubstantive changes to this provision.	

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

Bill ID/Topic	Location	Summary	Position
<p><u>SB 406</u> <u>Leyva D</u></p> <p>Vehicles: high-occupancy vehicles.</p>	<p>2/15/2017-S. RLS. 2/23/2017-Referred to Com. on RLS.</p>	<p>Existing federal law authorizes a state to allow the use of lanes designated for high-occupancy vehicles (HOVs) by specified vehicles that are not HOVs. Existing state law authorizes the Department of Transportation to designate certain lanes for the exclusive use of HOVs, which lanes may also be used by certain low-emission, hybrid, or alternative fuel vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane, if the vehicle displays a valid identifier issued by the Department of Motor Vehicles (DMV). This bill would make a technical, nonsubstantive change to those provisions.</p>	

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

Bill ID/Topic	Location	Summary	Position
<p><u>SB 414</u> <u>Vidak R</u></p> <p>Transportation bonds: highway, street, and road projects.</p>	<p>2/23/2017-S. T. & H. 2/23/2017-Referred to Coms. on T. & H. and GOV. & F.</p>	<p>Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of general obligation bonds in the amount of \$9 billion for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters. This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of bonds subsequently issued and sold under the high-speed rail portion of the bond act, upon appropriation, to be made available to the California Transportation Commission for allocation for repair and new construction projects on state highways and freeways, and to the Controller for apportionment to transportation projects or other infrastructure projects, as specified. The bill would make no changes to the authorization under the bond act for the issuance of \$950 million in bonds for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the June 5, 2018, statewide primary election.</p>	

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

Bill ID/Topic	Location	Summary	Position
<u>SB 415</u> <u>Vidak R</u> High-speed rail: rights-of-way.	2/23/2017-S. T. & H. 2/23/2017-Referred to Com. on T. & H.	Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system, including the acquisition of property necessary for rights-of-way and the disposal of acquired property no longer necessary for that purpose. This bill would require the authority to make a good faith effort to sell or exchange real property or an interest in real property acquired by the state for high-speed rail purposes on or after January 1, 2018, within 3 years from the date of acquisition if the authority has not begun construction on the property or interest in the property within that 3-year period. For real property or an interest in real property acquired before January 1, 2018, the bill would require the authority to dispose of the property on or before January 1, 2021, or, for property subject to a lease as of January 1, 2018, within 3 years of the expiration of the lease, if the authority has not begun construction during those 3-year periods.	
<u>SB 422</u> <u>Wilk R</u> Highways: separation-of-grade districts.	2/15/2017-S. RLS. 2/23/2017-Referred to Com. on RLS.	Existing law provides for the formation of separation of grade districts and, upon the completion and formation of a district, requires the board of supervisors of the county in which the district is situated to appoint a commission with specified powers, including the power to lay out, establish, construct, and maintain projects for separation of grade by underpass, overpass, or tunnel, or any combination thereof, within the district and, for this purpose, to acquire, pay for, and hold real and personal property and rights-of-way within the district. This bill would make nonsubstantive changes to this provision. This bill contains other existing laws.	Sponsor

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

Bill ID/Topic	Location	Summary	Position
<u>SB 513</u> <u>Bradford D</u> Assault and battery of a public utility worker.	2/16/2017-S. RLS. 2/17/2017-From printer. May be acted upon on or after March 19.	Existing law makes assault punishable by a fine not exceeding \$1,000, or by imprisonment in the county jail not exceeding 6 months, or by both the fine and imprisonment. Existing law provides for higher fines and longer terms of imprisonment for assaults against specified individuals, including a peace officer engaged in the performance of his or her duties when the person committing the offense knows or reasonably should know that the victim is a peace officer. This bill would make assault of a utility worker, as defined, engaged in the performance of essential service, and the person committing the offense knows or reasonably should know that the victim is a utility worker engaged in the performance of essential service, punishable by a fine not exceeding \$2,000, or by imprisonment in the county jail not exceeding one year, or by both the fine and imprisonment. This bill contains other related provisions and other existing laws.	
<u>SB 584</u> <u>De León D</u> California Renewables Portfolio Standard Program.	2/17/2017-S. RLS. 2/21/2017-From printer. May be acted upon on or after March 23.	Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations, while local publicly owned electric utilities, as defined, are under the direction of their governing boards. The California Renewables Portfolio Standard Program requires the Public Utilities Commission to establish a renewables portfolio standard requiring all retail sellers, as defined, to procure a minimum quantity of electricity products from eligible renewable energy resources, as defined, so that the total kilowatthours of those products sold to their retail end-use customers achieves 25% of retail sales by December 31, 2016, 33% by December 31, 2020, 40% by December 31, 2024, 45% by December 31, 2027, and 50% by December 31, 2030. The program additionally requires each local publicly owned electric utility, as defined, to procure a minimum quantity of electricity products from eligible renewable energy resources to achieve the procurement requirements established by the program. The Legislature has separately declared that its intent in implementing the program is to attain, among other targets for sale of eligible renewable resources, the target of 50% of total retail sales of electricity by December 31, 2030. This bill would revise those legislative findings and declarations to state that the goal of the program is to achieve that 50% target by December 31, 2025, and for all electricity sold at retail to be generated by eligible renewable energy resources by December 31, 2045.	

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

Bill ID/Topic	Location	Summary	Position
<u>SB 591</u> <u>Berryhill R</u> Motor vehicle fuel tax.	2/17/2017-S. RLS. 2/21/2017-From printer. May be acted upon on or after March 23.	The Motor Vehicle Fuel Tax Law imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon.This bill would make a nonsubstantive change to this provision.	Watch
<u>SB 594</u> <u>Beall D</u> Highway Users Tax Account.	2/17/2017-S. RLS. 2/21/2017-From printer. May be acted upon on or after March 23.	Existing law authorizes the Controller to use the funds in the Highway Users Tax Account in the Transportation Tax Fund for cashflow loans to the General Fund.This bill would make nonsubstantive changes to these provisions.	Watch
<u>SB 614</u> <u>Hertzberg D</u> Public transportation agencies: administrative penalties.	2/17/2017-S. RLS. 2/21/2017-From printer. May be acted upon on or after March 23.	Existing law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for certain passenger misconduct on or in a transit facility or vehicle. Existing law requires these penalties to be deposited in the general fund of the county in which the citation is administered.This bill would instead require the penalties to be deposited with the public transportation agency that issued the citation.	
<u>SB 639</u> <u>Hertzberg D</u> Use fuel taxes.	2/17/2017-S. RLS. 2/21/2017-From printer. May be acted upon on or after March 23.	The Use Fuel Tax Law imposes a state excise tax at specified rates on the use of fuel, which includes any combustible gas or liquid of a kind used in an internal combustion engine for the generation of power to propel a motor vehicle on the highways, other than fuel subject to the Motor Vehicle Tax Law or the Diesel Fuel Tax Law.This bill would make a nonsubstantive change to this provision specifying those rates.	

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

Bill ID/Topic	Location	Summary	Position
<u>SB 640</u> <u>Hertzberg D</u> Taxation.	2/17/2017-S. RLS. 2/21/2017-From printer. May be acted upon on or after March 23.	Existing sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. This bill would make legislative findings regarding responding to pending proposals for federal tax reform and California's tax climate and would state that the intent of the bill is to make 3 changes to taxation within the state, including broadening the tax base by imposing a modest sales tax on services. This bill would also establish the Retail Sales Tax on Services Fund in the State Treasury and state the intent of the Legislature that moneys in the fund would be appropriated to, among other purposes, provide tax relief to middle- and low-income Californians to offset the effect of a sales tax on services.	
<u>SB 711</u> <u>Hill D</u> Infrastructure finance: Local-State Sustainable Investment Incentive Program.	2/17/2017-S. RLS. 2/21/2017-From printer. May be acted upon on or after March 23.	Existing law establishes in state government the Strategic Growth Council, which is responsible for taking various actions related to supporting the planning and development of sustainable communities, including actions to reduce greenhouse gas emissions, promote water conservation, reduce fuel consumption, encourage infill development, and revitalize urban centers. This bill, until January 1, 2025, would establish in state government the Local-State Sustainable Investment Incentive Program, which would be administered by the Strategic Growth Council. The bill would authorize cities, counties, city and counties, enhanced infrastructure financing districts, and community revitalization and investment authorities to apply to the Strategic Growth Council to participate in the program and would authorize the council to approve applications for projects meeting specific criteria on and after July 1, 2018. This bill contains other related provisions and other existing laws.	

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

Bill ID/Topic	Location	Summary	Position
<p><u>SB 732</u> <u>Stern D</u></p> <p>Transportation funding.</p>	<p>2/17/2017-S. RLS. 2/21/2017-From printer. May be acted upon on or after March 23.</p>	<p>Existing law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill would require the Department of Finance, on or before March 1, 2018, to compute the amount of outstanding loans made from specified transportation funds. The bill would require the Department of Finance to prepare a loan repayment schedule and would require the outstanding loans to be repaid pursuant to that schedule, as prescribed. The bill would appropriate funds for that purpose from the Budget Stabilization Account. The bill would require the repaid funds to be transferred, pursuant to a specified formula, to cities and counties and to the Department of Transportation for maintenance of the state highway system and for purposes of the state highway operation and protection program.</p>	
<p><u>SB 760</u> <u>Wiener D</u></p> <p>Transportation funding: active transportation: complete streets.</p>	<p>2/17/2017-S. RLS. 2/21/2017-From printer. May be acted upon on or after March 23.</p>	<p>(1) Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking, and declares the intent of the Legislature that the program achieve specific goals, including, among other things, increasing the proportion of trips accomplished by biking and walking and the safety and mobility for nonmotorized users. This bill would establish a Division of Active Transportation within the department and require that an undersecretary of the Transportation Agency be assigned to give attention to active transportation program matters to guide progress toward meeting the department's active transportation program goals and objectives. The bill would require the California Transportation Commission to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities. The bill would require, on or before January 1, 2018, the department to update the Highway Design Manual to incorporate the "complete streets" design concept, including, but not limited to, a specified guidance for selection of bicycle facilities. This bill contains other related provisions and other existing laws.</p>	

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

Bill ID/Topic	Location	Summary	Position
<u>SB 768</u> <u>Allen D</u> Transportation funds.	2/17/2017-S. RLS. 2/21/2017-From printer. May be acted upon on or after March 23.	Existing law requires the Department of Transportation and the California Transportation Commission to develop estimates of available state and federal funds and provides that, after deducting expenditures for administration, operation, maintenance, local assistance, safety, rehabilitation, and certain environmental enhancement and mitigation expenditures, the remaining funds are to be available for capital improvement projects to be programmed in the State Transportation Improvement Program. This bill would make nonsubstantive changes to these provisions.	
<u>SB 775</u> <u>Wieckowski D</u> California Global Warming Solutions Act of 2006: greenhouse gas emissions reduction.	2/17/2017-S. RLS. 2/21/2017-From printer. May be acted upon on or after March 23.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act requires the state board to consult with other states, the federal government, and other nations to identify the most effective strategies and methods to reduce greenhouse gases, manage greenhouse gas control programs, and facilitate the development of integrated and cost-effective regional, national, and international greenhouse gas reduction programs. This bill would require the state board also to consult with local agencies for these purposes.	
<u>SCA 6</u> <u>Wiener D</u> Local transportation measures: special taxes: voter approval.	2/23/2017-S. GOV. & F. 2/23/2017-Referred to Coms. on GOV. & F., T. & H., and RLS.	The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would require that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation purposes, as specified, be submitted to the electorate and approved by 55% of the voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.	
<u>SR 18</u> <u>Cannella R</u> Relative to Engineers Week.	2/23/2017- S. ADOPTED 2/23/2017-Read. Adopted. (Ayes 40. Noes 0.)	This measure proclaims that In recognition of the services bestowed upon the citizens of the State of California by engineers, the Senate hereby recognizes the week of February 19, 2017, to February 25, 2017, as Engineers Week.	

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

FEDERAL		
BILL/AUTHOR	DESCRIPTION	STATUS
	115th Congress is in session and under a Continuing Resolution which provides Fiscal Year 2017 funds for Federal Government programs (minus discretionary funded programs) until May 5, 2017.	Pending bill passage of Full Year Funding

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MARY C. WICKHAM
County Counsel

April 26, 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:

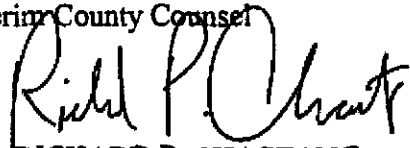
Attached please find the Los Angeles County Metropolitan Transportation Authority's quarterly update as of March 31, 2017, on the Status of MTA Litigation Related to Federally Funded MTA Projects.

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 March 31, 2017

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. Judgment granted in favor of MTA in February 2014 over \$100 million with interest. Defendants have appealed.
Transport Technologies v. MTA	2:15-cv-6423-RSWL-MRW		This is a patent infringement lawsuit. Plaintiff alleges that MTA infringed upon its patent relating to wireless reader technology in connection with MTA's ExpressLanes Project. MTA's contract with the ExpressLanes Project general contractor Atkinson requires Atkinson to defend and indemnify MTA in any Intellectual Property claims.	MTA's Contractor on the Express Lanes, Atkinson has agreed to accept MTA's tender of its defense with a reservation of rights. 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. Plaintiff's opening brief is due in late June 2017. MTA's brief on appeal will be due in late July 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.	MTA was dismissed as a party on 2/8/17.

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

March 31, 2017

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. These guidelines were developed 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. Efforts under the Short Term ENA are concluding and on April 8, 2017 Metro and the developer reengaged with the community to present a refined development proposal for the site.

In May 2017, Metro staff will be requesting Metro board authority to enter into a longer term (24-month) Exclusive Negotiation Agreement and Planning Document (“**ENA**”) with the developer. The ENA will allow the parties to continue to explore the scope and design of the refined development, as well as proceed with the project entitlement and CEQA review/clearance processes with the City of Los Angeles.

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.

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, and residential parking and closure of the existing Metro parking/kiss-and-ride lot.

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, and finalize negotiation of the ground lease and other development documents. Execution of the Revised JDA followed expiration of a prior JDA in December 2013, which 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. Metro elected to execute the Revised JDA and proceed with MBS as the Phase B developer, after MBS's presentation of a more-viable funding plan for the Phase B project, and consultations with FTA staff regarding Metro's developer selection process and the interrelated nature of the two-phased project.

MBS is now redesigning the proposed project to further reduce project cost, as recent construction bids again exceeded available funds. The major goal of the redesign is to reduce cost by reducing the project's parking by approximately 50% (which is allowed per new state legislation) and eliminating the need to close and relocate one of the development site's existing subway portals. The redesign had not been completed by the end of the quarter, but MBS indicated at the time that the redesign was proceeding as they had hoped. To accommodate the delays that will result from a successful redesign, MBS is seeking an extension of the Tax Credit Allocation Board's June 30, 2017 deadline to close the ground lease transaction and Metro is seeking Metro board authority to extend the term of the Revised JDA, which will expire on April 30, 2017.

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 the second quarter 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 stakeholder engagement activities in the

summer of 2016. The engagement process included input from local residents, business owners, property owners, community organizations, public agencies and the mariachis for which the station plaza is named. In September 2016, Metro began preparing development guidelines for the site based on the 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. These guidelines were adopted by the Metro board in January 2017 and are included as part of a development RFP for the site that was issued in March 2017. Development proposals in response to the RFP are due to Metro by 2 p.m. on June 29, 2017.

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, 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 1.09-acre Soto station site and a 0.29-acre, Metro-owned parcel located across Soto Street from the station. In June 2016, Metro and Bridge Housing Corporation/East LA Community Corporation ("**Bridge/ELACC**") entered into an 18-month ENA with respect to development of the Soto station site and the 0.29-acre parcel. The 18-month ENA follows an "interim" ENA between the parties that allowed Bridge/ELACC to commence community outreach and collect stakeholder and Metro input with respect to the proposed development.

Under the framework of the 18-month ENA, Bridge/ELACC has continued to work with Metro to refine the project's scope and design with input from community stakeholders. These efforts, and those under the "interim" ENA, have led to a proposed mixed-use project that will be constructed on a portion of 1.09-acre Soto station site and will provide 66 apartments, 65 of which will be affordable to families earning 30-50% of Area Median Income, along with approximately 5,000 square feet of ground floor retail space. In addition, the Peabody/Werden Historic Home, which is currently being stored on the 0.29-acre site under a license agreement from Metro, is being considered for community space and other community serving uses. The next steps for the project include submittal of (a) an entitlements/CEQA package to the City of Los Angeles for their review and approval, and (b) an application to the City of Los Angeles' Housing and Community Investment Department ("**HCID**") for inclusion in their funding pipeline.

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, but the matter was appealed and taken under review by the City. In light of the appeal, Metro and ACOF extended the term of the ENA to July 2017. Since the matter has yet to be resolved, the parties intend to again extend the ENA's term, subject to Metro board approval. Metro staff intends to request the authority for the extension at the Metro board's June 2017 meeting.

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

This 1.96-acre site was acquired by Metro for an extension of the Metro Red Line down Cesar E. Chavez Street, a project that was replaced by the extension of the Metro Gold Line to the Eastside. In December, 2015, Metro and Abode Communities ("Abode") entered into an 18-month ENA to explore development at the site. The 18-month ENA follows an "interim" ENA that allowed Abode to commence community outreach and collect stakeholder and Metro input with respect to the proposed development.

Under the framework of the 18-month ENA, Abode has continued to work with Metro to hone the project's scope and design with input from community stakeholders, including refining the project's affordability mix and proposed ground floor retail uses. These efforts, and those under the "interim" ENA, have led to a proposed mixed-use project that is expected to provide 77 apartments, 76 of which will be affordable, along with approximately 8,000 square feet of ground floor retail space. The Boyle Heights Design Review Advisory Committee has recommended proceeding with the proposed project, following an October 2015 recommendation from the Boyle Heights Neighborhood Council to proceed with the full, 18-month ENA. Abode has submitted an application to the City of Los Angeles for project entitlements and CEQA review/clearance. They have also submitted an application to HCID requesting inclusion in their funding pipeline. Project entitlements are expected in the summer of 2017 and, as of March 31, 2017, Abode had yet to hear from HCID about their funding request.

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)

This 1.56-acre site sits across Matthews Street from the Cesar E. Chavez/Soto site and was also acquired by Metro for an extension of the Metro Red Line down Cesar E. Chavez Street. Metro and its urban design consultant team commenced community outreach and visioning exercises for this vacant, Metro-owned site in April 2016. Metro and the consultant team completed these stakeholder engagement activities in the summer of 2016. The engagement process included input from local residents, business owners, property owners, community organizations, and public agencies. 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. These guidelines were adopted by the Metro board in February 2017 and are included as part of a development RFP for the site that was issued in March 2017. Development proposals in response to the RFP are due to Metro by 2 p.m. on June 29, 2017.

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

MARCH 2017



Metro

METRO RAIL PERFORMANCE – MARCH 2017

Contents	Page
Systemwide Performance	
Rail Scorecard	3
Rail Mean Miles Between Major Failure by Vehicle Type	5
Fleet Distribution Report	10
Vehicle Availability by Division	11
Cleanliness	12
Lost Revenue Vehicle Hours by Category, by Division	13
Rail Service Performance	16
Workers Comp Claims	20
Lost Work Days	21
Vertical Transportation - Systemwide	22
Blue Line Performance	
Performance Summary	23
Major Incident Detail	24
Performance Charts	35
Red / Purple Line Performance	
Performance Summary	39
Major Incident Detail	40
Performance Charts	43
Green Line Performance	
Performance Summary	47
Major Incident Detail	48
Performance Charts	52
Gold Line Performance	
Performance Summary	56
Major Incident Detail	57
Performance Charts	61
Expo Line Performance	
Performance Summary	65
Major Incident Detail	66
Performance Charts	68

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	Jan Month	Feb Month	Mar Month
Systemwide									
On-Time Pullouts	99.55%	99.67%	99.63%	99.50%	99.64%	●	99.55%	99.51%	99.77%
Mean Miles Between Chargeable Mechanical Failures	26,829	34,524	30,482	27,911	29,061	●	30,510	33,481	29,637
In-Service On-time Performance	97.92%	98.39%	98.10%	98.00%	98.11%	●	97.24%	97.92%	2000.00%
Service Delivery Ratio	99.12%	99.35%	99.22%	99.25%	99.17%	●	99.16%	98.89%	2100.00%
Traffic Accidents Per 100,000 Train Miles	1.47	1.18	1.17	N/A	1.06	N/A	1.83	1.15	22.00
CPUC Reportable Accidents per 100,000 Train Miles	0.10	0.43	0.60	0.67	0.42	●	1.04	0.43	0.39
Passenger Accidents per 100,000 Boardings	0.025	0.013	0.016	0.009	0.027	●	0.010	0.023	0.071
Complaints per 100,000 Boardings	0.91	0.78	1.43	1.12	2.02	●	2.24	2.01	23.00
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours ^{1,2}	15.35	11.11	10.97	10.42	12.87	●	10.59	14.51	24.00
Lost Work Days per 200,000 Exposure Hours ^{1,2}	861	880	482	458.16	745	●	579	800	-
OSHA Injuries per 200,000 Exposure Hours ^{1,2}	8.16	6.68	6.32	6.00	8.63	●	7.70	9.33	-
Wayside									
Overdue Work Orders (Non-PMP) - Aging of Outstanding Work Orders	67	160	673	N/A	2,121	N/A	250	414	779
Past-Due Preventive Maintenance - Aging of Outstanding Work Orders	0	1	25	N/A	246	N/A	13	44	43
% of Completed Inspections	99.41%	99.51%	99.57%	N/A	99.46%	N/A	100.00%	100.00%	98.33%
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours	9.28	9.07	4.77	4.53	4.87	●	3.94	4.08	7.44
Lost Work Days per 200,000 Exposure Hours ¹	179	309	148	141	153	●	79	314	47
OSHA Injuries per 200,000 Exposure Hours ¹	6.31	8.28	4.40	4.18	4.52	●	7.89	4.08	4.8
52.00									
Blue Line									
On-Time Pullouts	99.37%	99.41%	99.59%	99.50%	99.62%	●	98.98%	99.89%	100.00%
Mean Miles Between Chargeable Mechanical Failures	18,731	23,716	19,240	19,572	15,473	●	14,406	15,852	56
In-Service On-time Performance	95.84%	97.28%	96.10%	97.00%	96.31%	●	93.27%	95.93%	5700.00%
Service Delivery Ratio	98.36%	98.88%	98.41%	98.46%	98.54%	●	97.57%	97.70%	6100.00%
Traffic Accidents Per 100,000 Train Miles	2.97	2.48	2.38	N/A	2.11	N/A	3.92	0.69	0.64
CPUC Reportable Accidents per 100,000 Train Miles	0.00	0.89	1.39	1.34	0.80	●	1.96	0.00	0.64
Passenger Accidents per 100,000 Boardings	0.058	0.034	0.016	0.006	0.055	●	0.000	0.111	65.000
Complaints per 100,000 Boardings	1.10	0.90	1.33	1.09	1.67	●	1.69	1.39	66.00
New Workers' Compensation Indemnity Claims per	17.46	15.10	15.08	15.58	18.13	●	10.69	11.68	68.00
Lost Work Days per 200,000 Exposure Hours ¹	990	1,622		786	939	●	728	1,542	-
OSHA Injuries per 200,000 Exposure Hours ¹	5.71	10.64	6.79	9.58	10.99	●	5.35	5.84	-

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	Jan Month	Feb Month	Mar Month
Red Line									
On-Time Pullouts	99.72%	99.91%	99.79%	99.50%	99.98%	●	100.00%	100.00%	99.80%
Mean Miles Between Chargeable Mechanical Failures	63,099	85,090	94,312	112,652	113,732	●	148,218	109,220	145,093
In-Service On-time Performance	98.91%	99.13%	99.45%	99.50%	99.38%	●	99.29%	98.56%	99.11%
Service Delivery Ratio	99.57%	99.60%	99.71%	99.71%	99.72%	●	99.67%	99.54%	99.35%
Traffic Accidents Per 100,000 Train Miles	1.01	0.47	0.75	N/A	0.66	N/A	1.66	0.91	0.00
CPUC Reportable Accidents per 100,000 Train Miles	0.00	0.07	0.07	0.60	0.19	●	1.86	0.00	0.00
Passenger Accidents per 100,000 Boardings	0.006	0.002	0.002	0.003	0.006	●	0.000	0.000	0.025
Complaints per 100,000 Boardings	0.60	0.54	0.57	0.56	1.08	●	1.34	1.74	1.93
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours	20.22	6.20	16.43	13.29	13.90	●	11.39	6.17	22.38
*Lost Work Days per 200,000 Exposure Hours	927	649	526	556	1,054	●	653	771	-
*OSHA Injuries per 200,000 Exposure Hours	11.79	3.54	7.99	6.55	8.55	●	5.70	6.17	-

Green Line									
On-Time Pullouts	99.69%	99.32%	99.49%	99.50%	99.61%	●	99.52%	98.70%	98.89%
Mean Miles Between Chargeable Mechanical Failures	19,513	21,054	19,238	19,911	15,878	●	14,376	19,422	16,863
In-Service On-time Performance	97.85%	97.39%	98.52%	98.20%	98.50%	●	98.53%	98.87%	98.52%
Service Delivery Ratio	99.57%	99.50%	99.59%	99.62%	99.58%	●	99.39%	99.71%	99.50%
Traffic Accidents Per 100,000 Train Miles	0.49	0.21	0.42	N/A	0.46	N/A	0.00	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	0.051	●	0.000	0.000	0.000
Complaints per 100,000 Boardings	1.15	0.88	1.53	1.30	2.15	●	1.30	2.72	2.76
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours	16.51	7.32	7.18	9.27	8.93	●	19.65	20.51	8.89
*Lost Work Days per 200,000 Exposure Hours	1,299	479	228	195	779	●	463	352	-
*OSHA Injuries per 200,000 Exposure Hours	11.30	4.07	3.19	2.34	5.11	●	19.65	0.00	-

Gold Line									
On-Time Pullouts	99.56%	99.98%	99.68%	99.50%	99.77%	●	100.00%	99.19%	100.00%
Mean Miles Between Chargeable Mechanical Failures	45,894	44,171	40,426	51,665	37,658	●	54,892	43,930	53,570
In-Service On-time Performance	98.03%	98.56%	97.60%	97.50%	97.37%	●	97.70%	97.05%	97.72%
Service Delivery Ratio	99.03%	99.34%	99.11%	99.16%	98.75%	●	99.39%	98.33%	99.06%
Traffic Accidents Per 100,000 Train Miles	1.03	1.14	0.99	N/A	0.67	N/A	1.25	0.94	0.83
CPUC Reportable Accidents per 100,000 Train Miles	0.00	0.30	0.60	0.50	0.29	●	0.42	0.47	0.83
Passenger Accidents per 100,000 Boardings	0.052	0.007	0.039	0.035	0.032	●	0.000	0.000	0.141
Complaints per 100,000 Boardings	1.04	1.01	2.73	2.26	2.88	●	2.68	2.80	3.89
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours	14.98	15.96	11.87	12.20	15.91	●	5.37	30.04	26.21
*Lost Work Days per 200,000 Exposure Hours	1,460	1,068	766	808	1,131	●	788	763	-
*OSHA injuries per 200,000 Exposure Hours	9.12	3.83	9.29	10.07	9.00	●	0.00	18.02	-

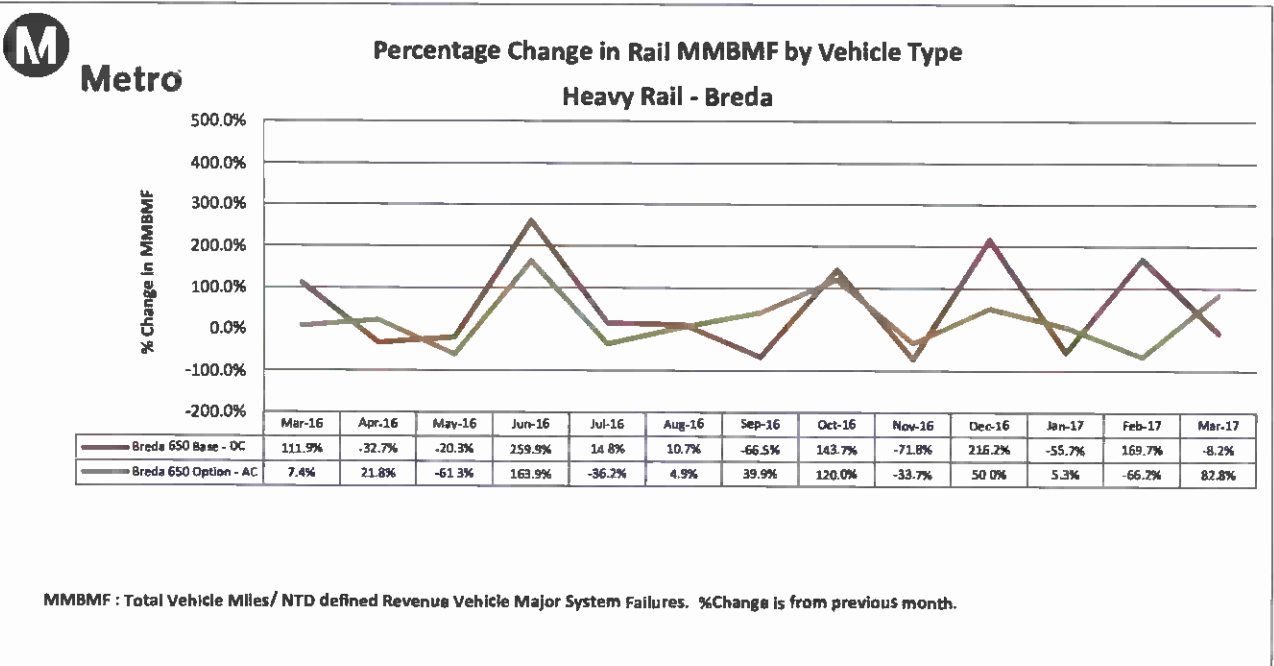
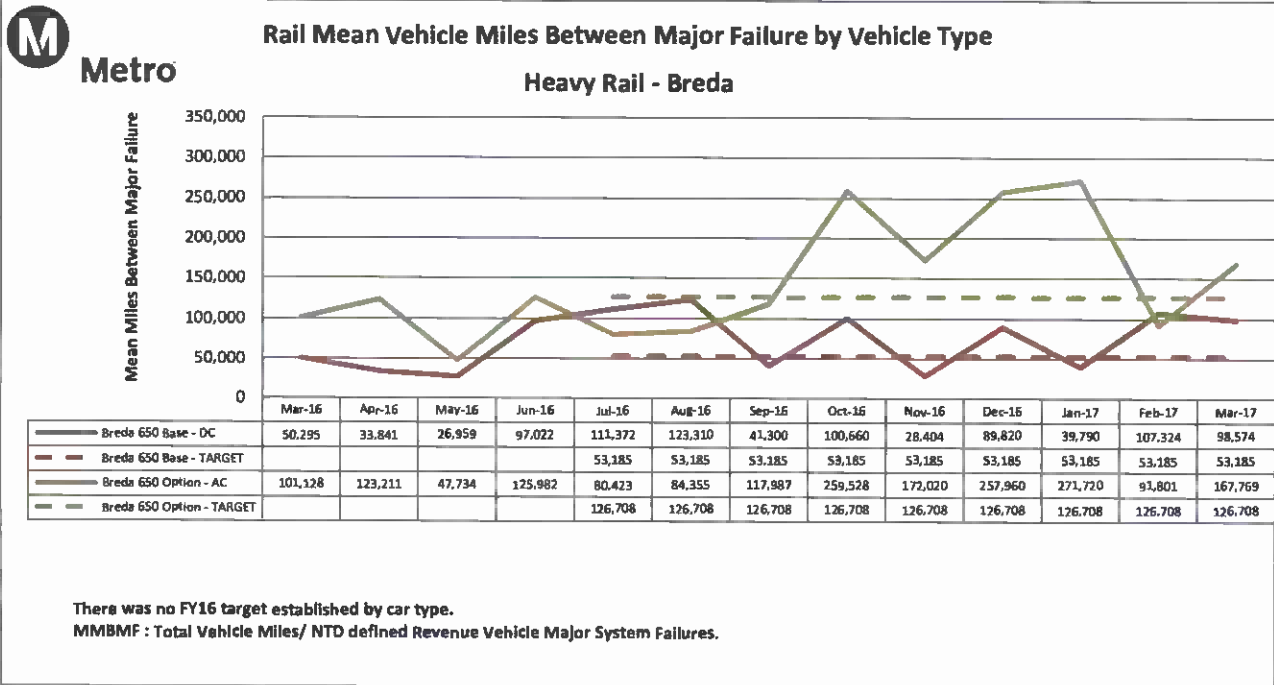
Expo Line									
On-Time Pullouts	-	-	99.53%	99.50%	99.02%	●	99.20%	100.00%	99.81%
Mean Miles Between Chargeable Mechanical Failures	-	-	18,114	19,572	29,058	●	32,390	49,240	110,378
In-Service On-time Performance	98.70%	99.14%	98.61%	97.05%	98.33%	●	96.62%	98.96%	99.16%
Service Delivery Ratio	99.45%	99.64%	99.56%	99.65%	99.36%	●	99.70%	99.50%	99.75%
Traffic Accidents Per 100,000 Train Miles	1.17	1.02	0.74	N/A	1.61	N/A	2.33	3.48	1.52
CPUC Reportable Accidents per 100,000 Train Miles	1.17	1.02	0.50	0.37	0.85	●	1.55	1.74	0.00
Passenger Accidents per 100,000 Boardings	0.000	0.000	0.019	0.000	0.024	●	0.066	0.000	0.000
Complaints per 100,000 Boardings	1.53	1.13	3.38	1.87	4.25	●	5.40	2.36	2.22
New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours	-	24.97	8.44	0.00	19.69	●	22.34	24.74	14.35
*Lost Work Days per 200,000 Exposure Hours	-	937	73	0	697	●	1,012	1,195	-
*OSHA Injuries per 200,000 Exposure Hours	-	-	5.63	0.00	18.41	●	14.89	24.74	-

* 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 – MARCH 2017

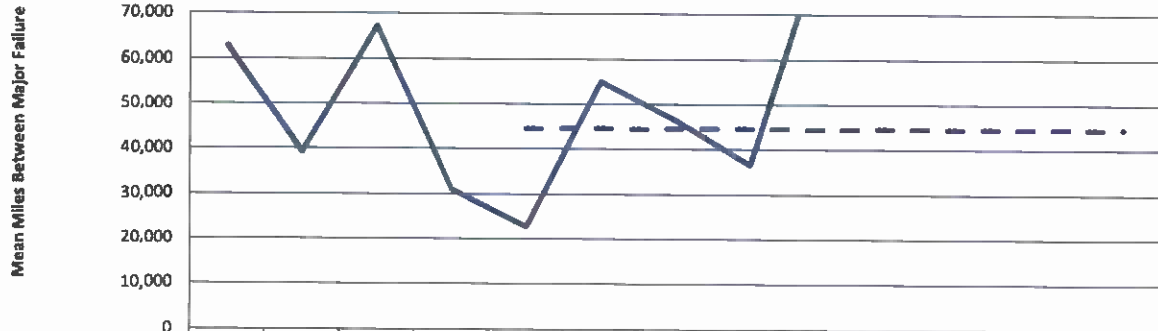
Rail Performance by Vehicle Type





Metro

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



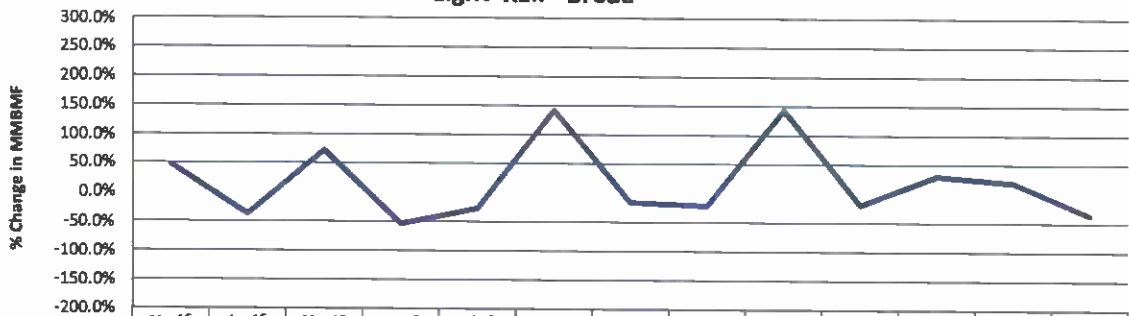
	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17
— AnsaldoBreda 2550 Base - AC	62,875	39,188	67,279	31,159	22,741	55,074	46,395	36,556	88,934	71,550	92,980	110,322	70,117
- - AnsaldoBreda 2550 Base - TARGET					44,517	44,517	44,517	44,517	44,517	44,517	44,517	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



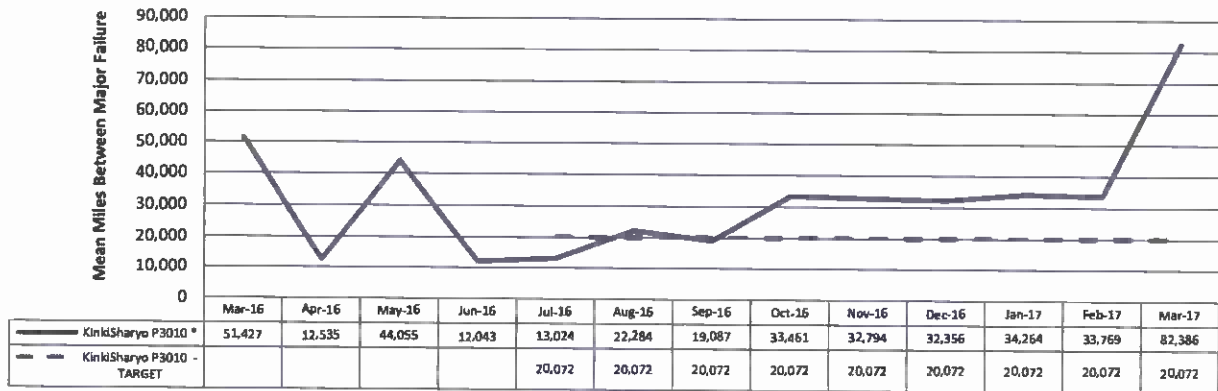
	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17
— AnsaldoBreda 2550 Base - AC	47.5%	-37.7%	71.7%	-53.7%	-27.0%	142.2%	-15.8%	-21.2%	143.3%	-19.5%	30.0%	18.7%	-36.4%

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

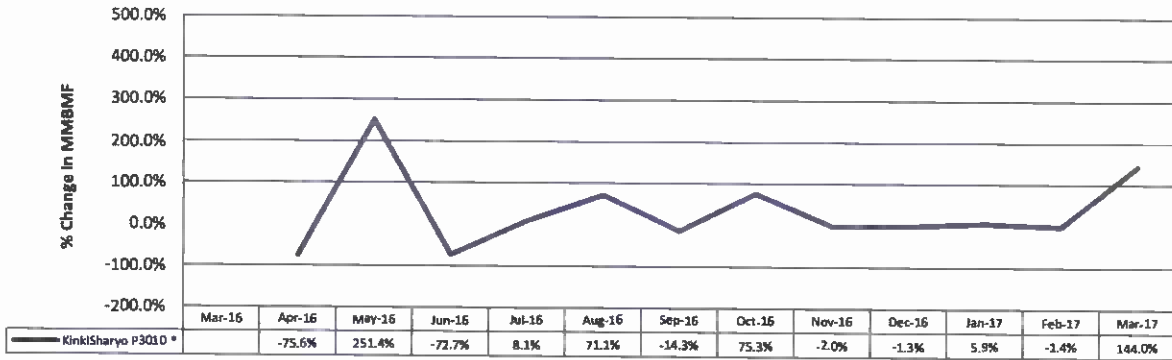


There was no FY16 target established by car type.
 MMBMF : Total Vehicle Miles/ NTD defined Revenue Vehicle Major System Failures.



Metro

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

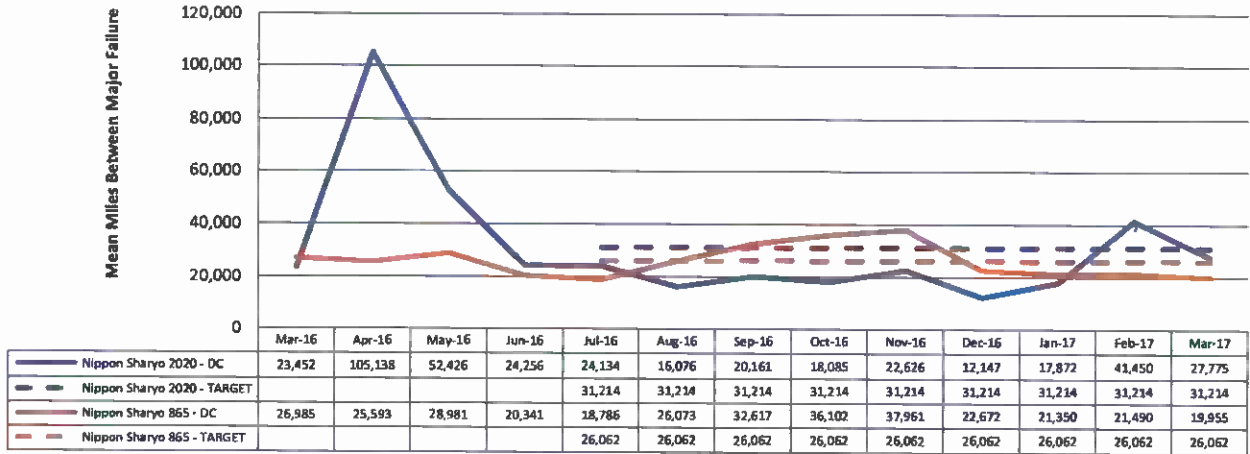


MMBMF : Total Vehicle Miles/ NTD defined Revenue Vehicle Major System Failures. %Change is from previous month.

* KinkiSharyo rolling stock began service March 2016



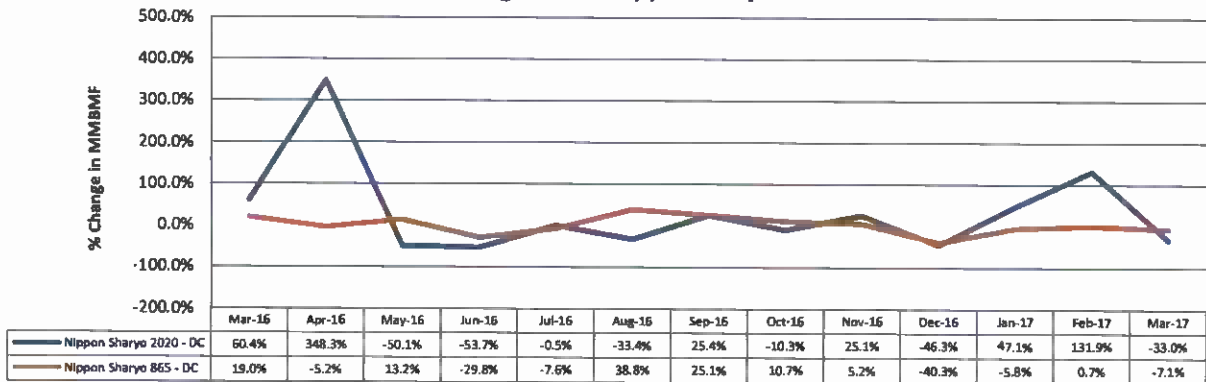
Rail Mean Vehicle Miles Between Major Failure by Vehicle Type Light Rail - NipponSharyo



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



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



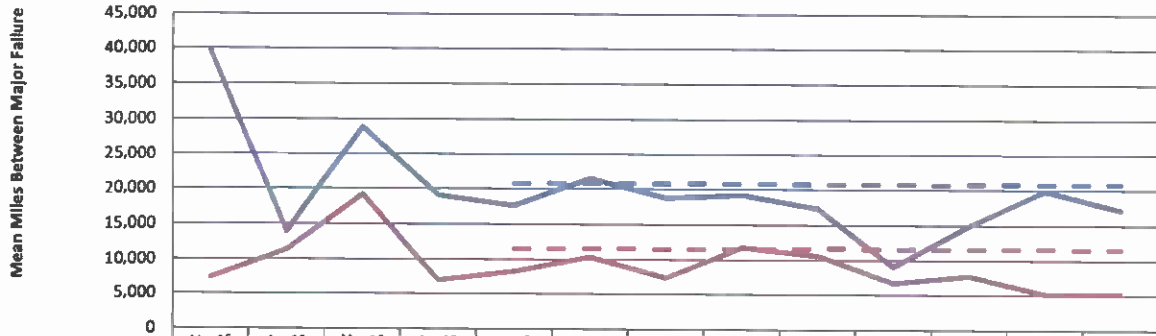
MMBMF : Total Vehicle Miles/ NTD defined Revenue Vehicle Major System Failures. %Change is from previous month.



Metro

Rail Mean Vehicle Miles Between Major Failure by Vehicle Type

Light Rail - Siemens



	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17
Siemens 2000 Base - AC	39,513	13,853	28,871	19,031	17,567	21,505	18,725	19,184	17,318	9,073	14,888	19,848	17,159
Siemens 2000 Base - TARGET					20,778	20,778	20,778	20,778	20,778	20,778	20,778	20,778	20,778
Siemens 2000 GE/ATP - AC	7,303	11,344	19,136	6,984	8,241	10,345	7,365	11,790	10,601	6,716	7,700	5,125	5,151
Siemens 2000 GE/ATP - TARGET					11,559	11,559	11,559	11,559	11,559	11,559	11,559	11,559	11,559

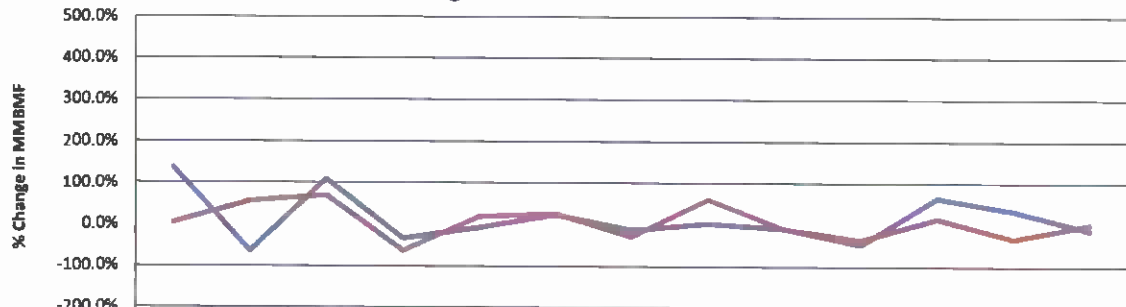
There was no FY16 target established by car type.
 MMBMF : Total Vehicle Miles/ NTD defined Revenue Vehicle Major System Failures.



Metro

Percentage Change in Rail MMBMF by Vehicle Type

Light Rail - Siemens



	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17
Siemens 2000 Base - AC	135.9%	-64.9%	108.4%	-34.1%	-7.7%	22.4%	-12.9%	2.5%	-9.7%	-47.6%	64.1%	33.3%	-13.6%
Siemens 2000 GE/ATP - AC	3.0%	55.3%	68.7%	-63.5%	18.0%	25.5%	-28.8%	60.1%	-10.1%	-36.6%	14.7%	-33.4%	0.7%

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

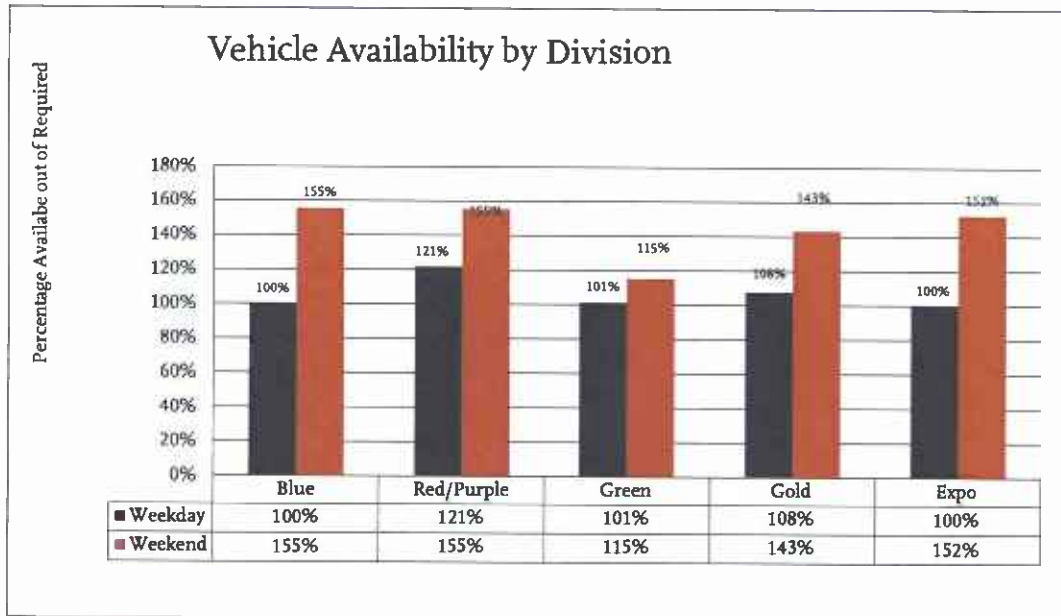
Mean Miles Between Major Failures

	FY 2016	FY 2017 Goal	FY 2017 YTD
AnsaldoBreda2550Base - AC	42,292	44,517	53,332
Breda 650 Base - DC	50,526	53,185	72,935
Breda 650 Option - AC	120,372	126,708	136,891
Kinkisharyo P3010	19,068	20,072	30,867
Nippon Sharyo 2020 - DC	29,653	31,214	19,618
Nippon Sharyo 865 - DC	24,759	26,062	24,967
Siemens 2000 Base - AC	19,739	20,778	16,232
Siemens 2000 GE/ATP - AC	10,981	11,559	7,664

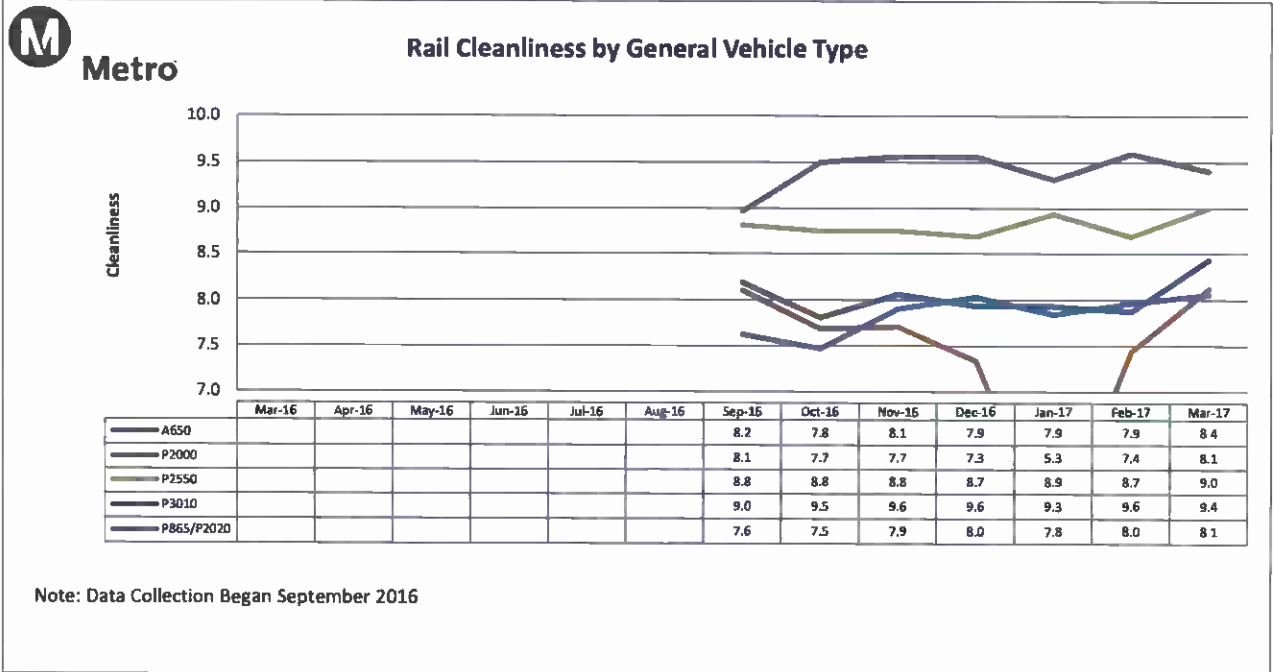
Rail Fleet Distribution – MARCH 2017

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				15	46
Nippon Sharyo 2020 - DC	12				3
Nippon Sharyo 865 - DC	40				14
Siemens 2000 Base - AC			29		
Siemens 2000 GE/ATP - AC	19				4
TOTALS	71	104	29	65	67

Blue			
Day Type	Vehicles Required	Average Available	Average % Available
Weekday	57	57	100%
Weekend	26	40	155%
Red/Purple			
Day Type	Vehicles Required	Average Available	Average % Available
Weekday	64	78	121%
Weekend	40	62	155%
Green			
Day Type	Vehicles Required	Average Available	Average % Available
Weekday	22	22	101%
Weekend	14	16	115%
Gold			
Day Type	Vehicles Required	Average Available	Average % Available
Weekday	48	52	108%
Weekend	28	40	143%
Expo			
Day Type	Vehicles Required	Average Available	Average % Available
Weekday	47	47	100%
Weekend	30	46	152%

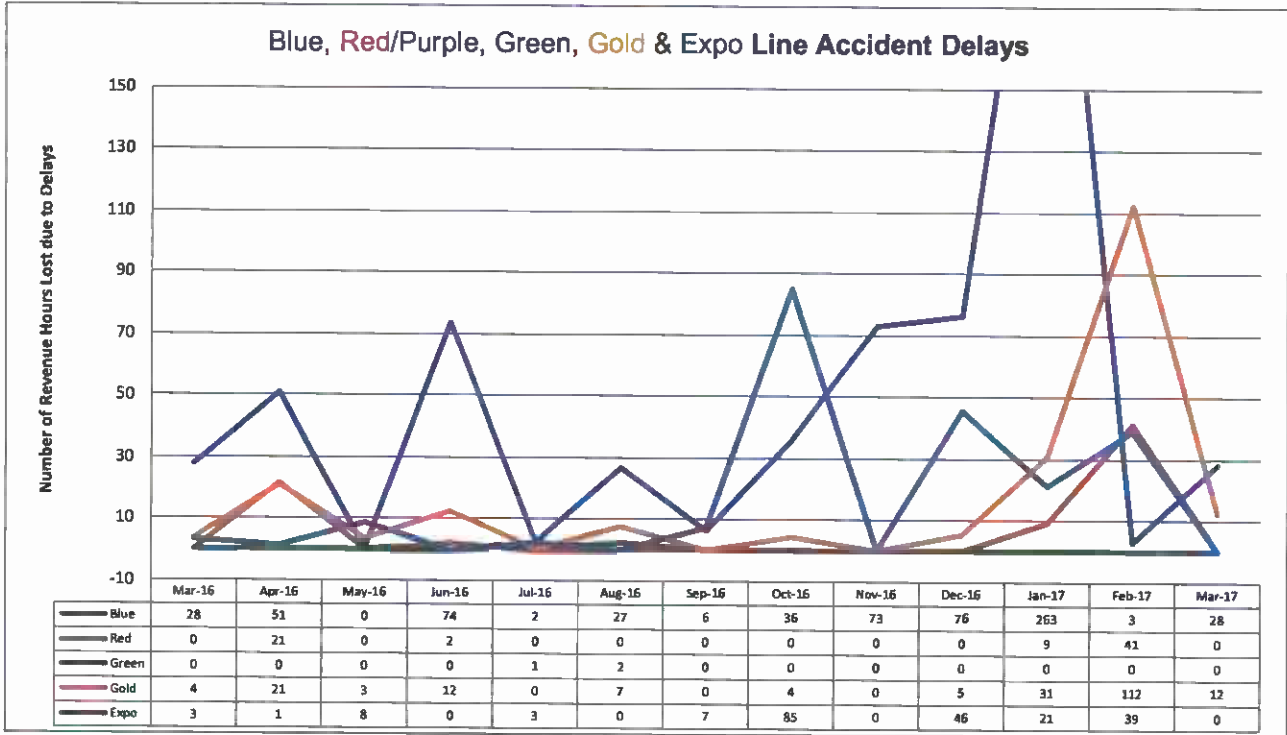


Cleanliness by Vehicle Type

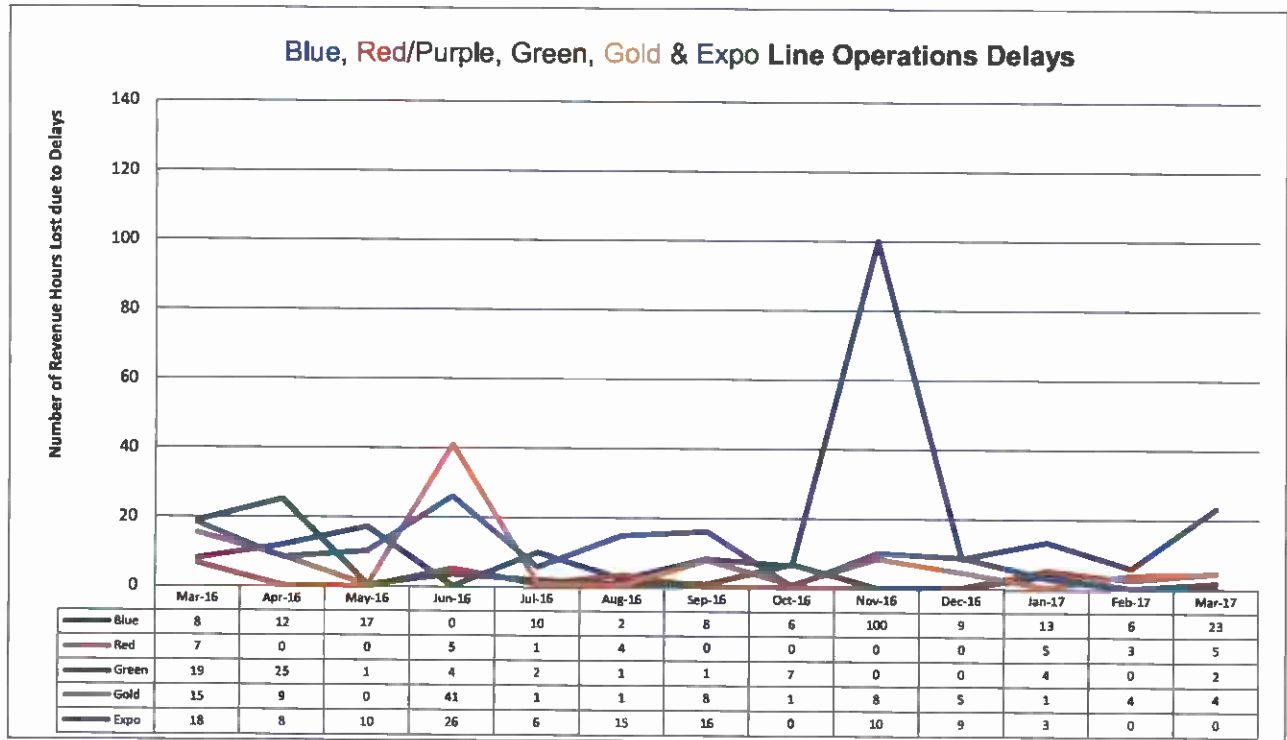


RAIL DELAYS BY CATEGORY - SYSTEMWIDE

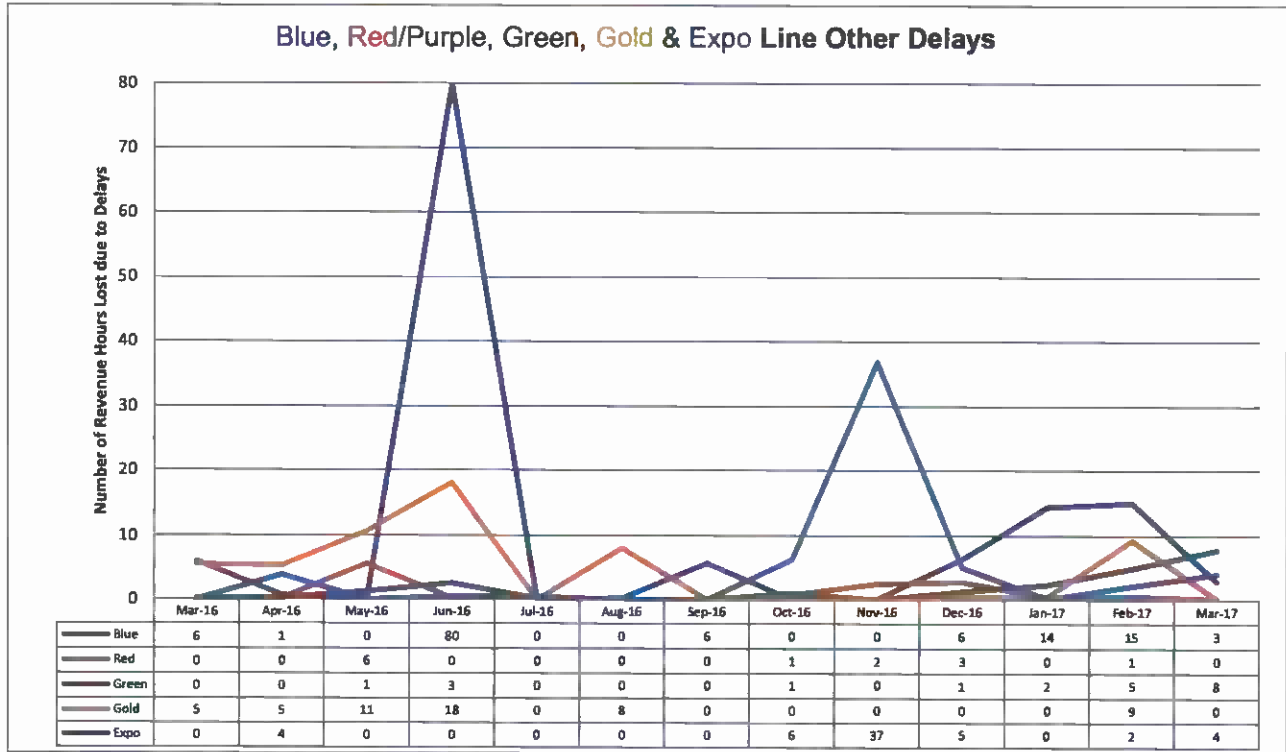
Revenue Hours Lost Related to - ACCIDENTS



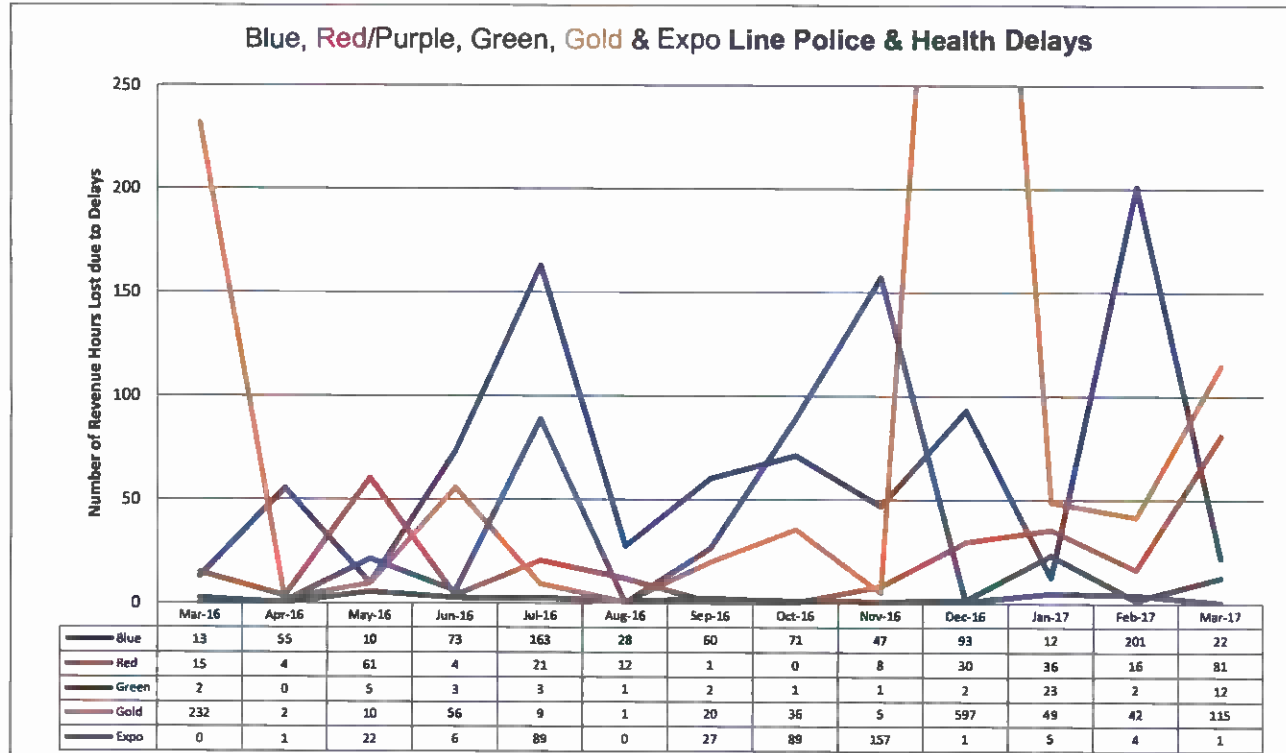
Revenue Hours Lost Related to - OPERATIONS



Revenue Hours Lost Related to - OTHER

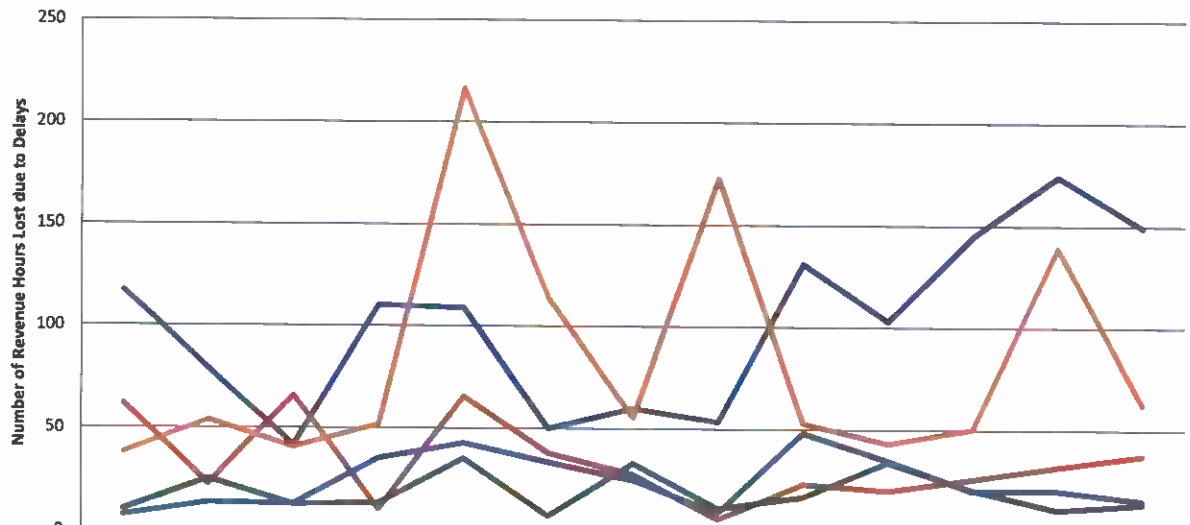


Revenue Hours Lost Related to - POLICE & HEALTH



Revenue Hours Lost Related to - Vehicle Delays

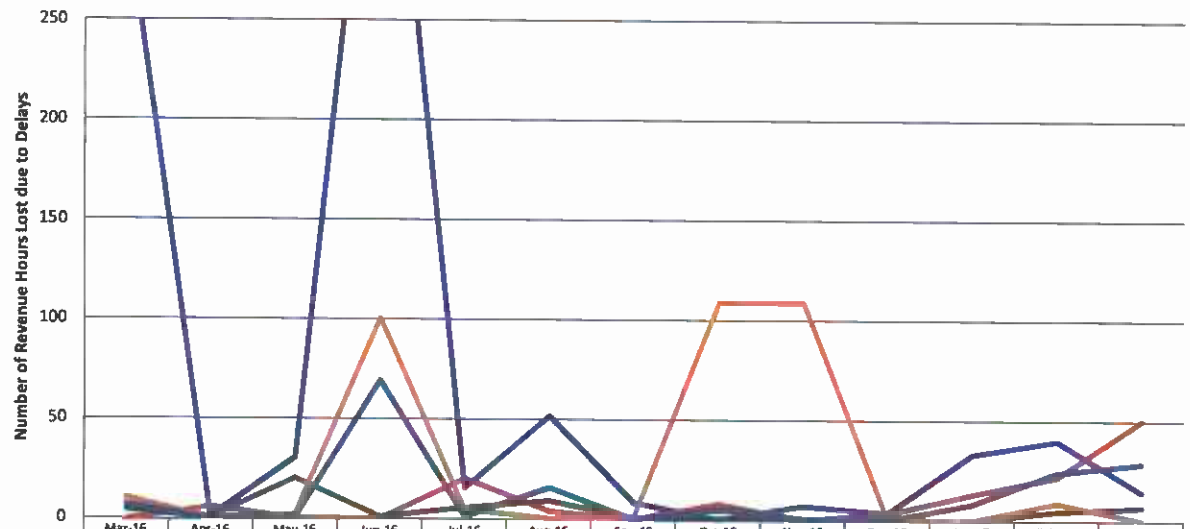
Blue, Red/Purple, Green, Gold & Expo Line Vehicle Delays



	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17
Blue	117	79	42	110	109	50	60	54	131	103	145	174	149
Red	62	23	66	11	66	38	28	6	24	20	26	32	38
Green	11	25	13	14	35	8	33	12	17	34	21	11	14
Gold	38	54	41	52	216	114	56	172	53	43	50	139	63
Expo	8	14	13	35	43	34	25	10	48	35	21	21	16

Revenue Hours Lost Related to - WAYSIDE

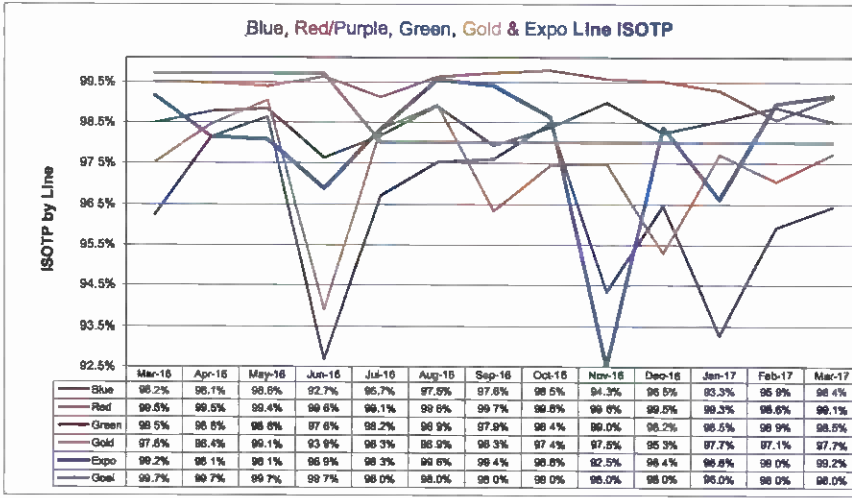
Blue, Red/Purple, Green, Gold & Expo Line Wayside Delays



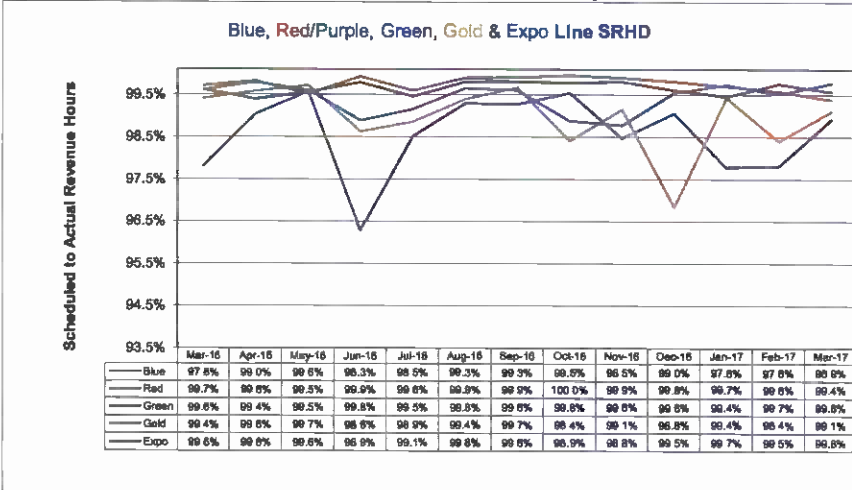
	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17
Blue	300	1	30	424	15	52	8	0	7	4	33	40	14
Red	0	6	0	0	20	4	0	8	0	3	13	22	50
Green	5	0	20	1	6	9	1	1	1	1	0	5	7
Gold	10	0	2	101	5	0	1	109	109	1	0	9	0
Expo	7	0	0	69	1	16	0	5	1	0	8	24	28

Rail Service Performance

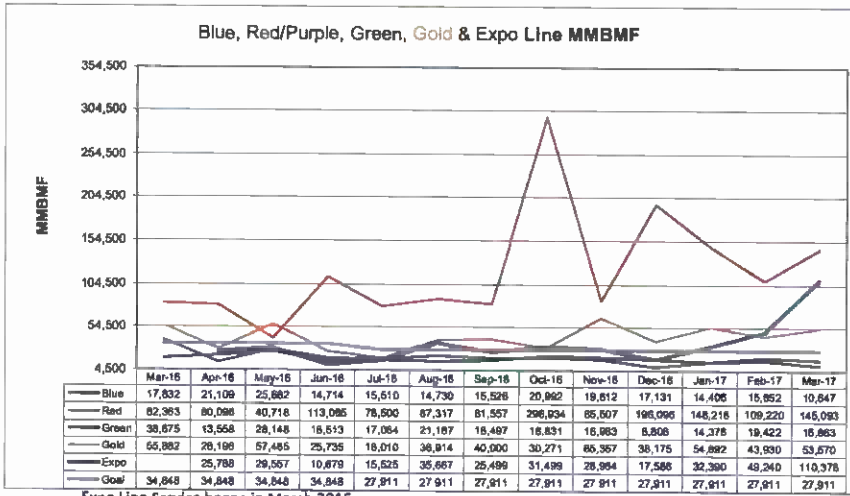
In Service On Time Performance by Line



Ratio of Scheduled to Revenue Hours Delivered by Line

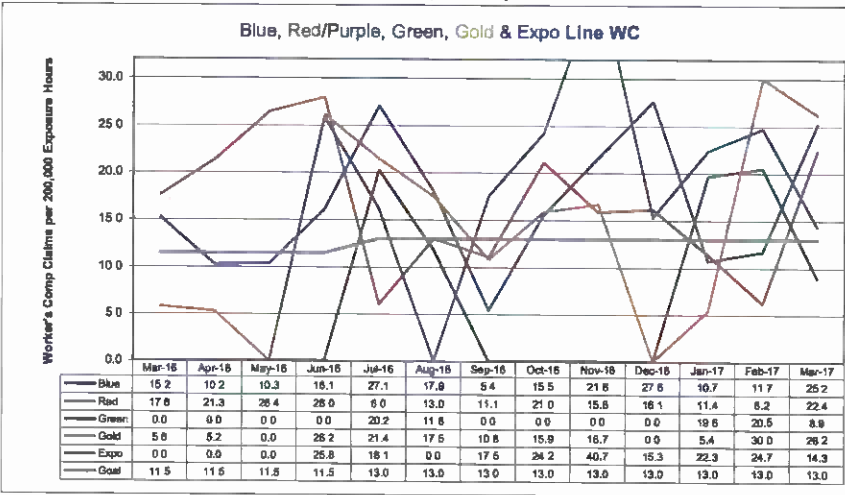


Mean Miles Between Mechanical Failures by Line

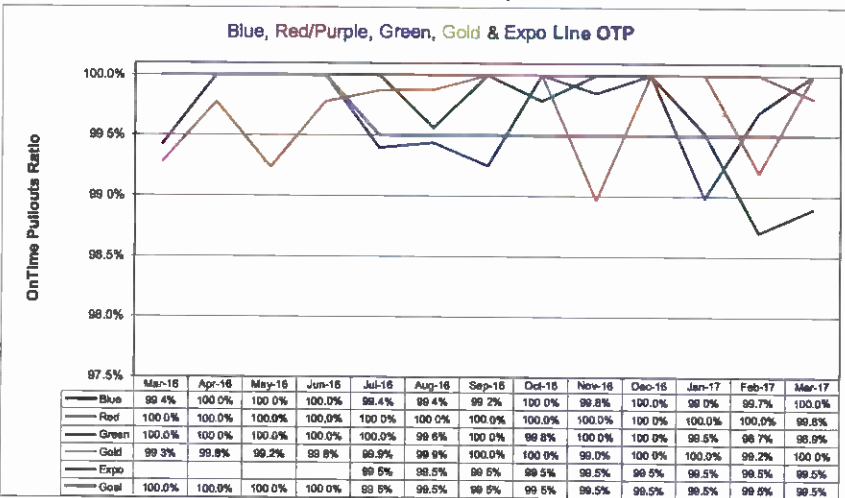


Expo Line Service began in March 2016.

Workers Comp Claims by Line



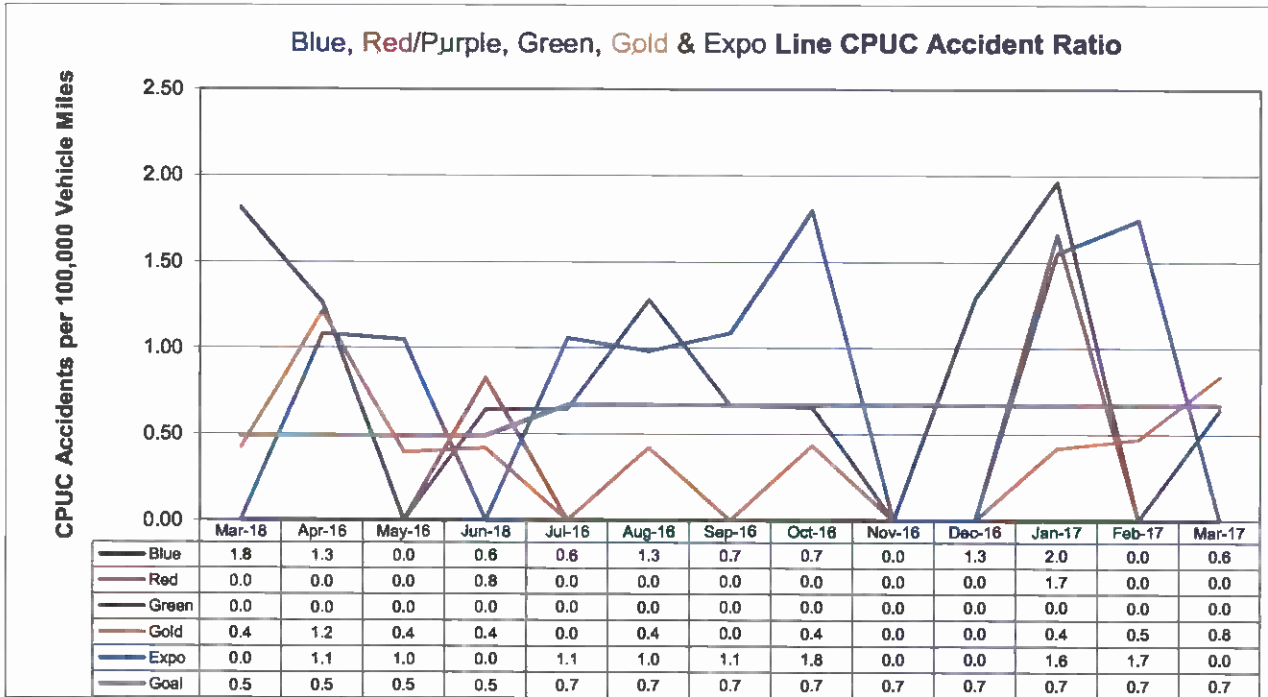
On-Time Pullouts Ratio by Line



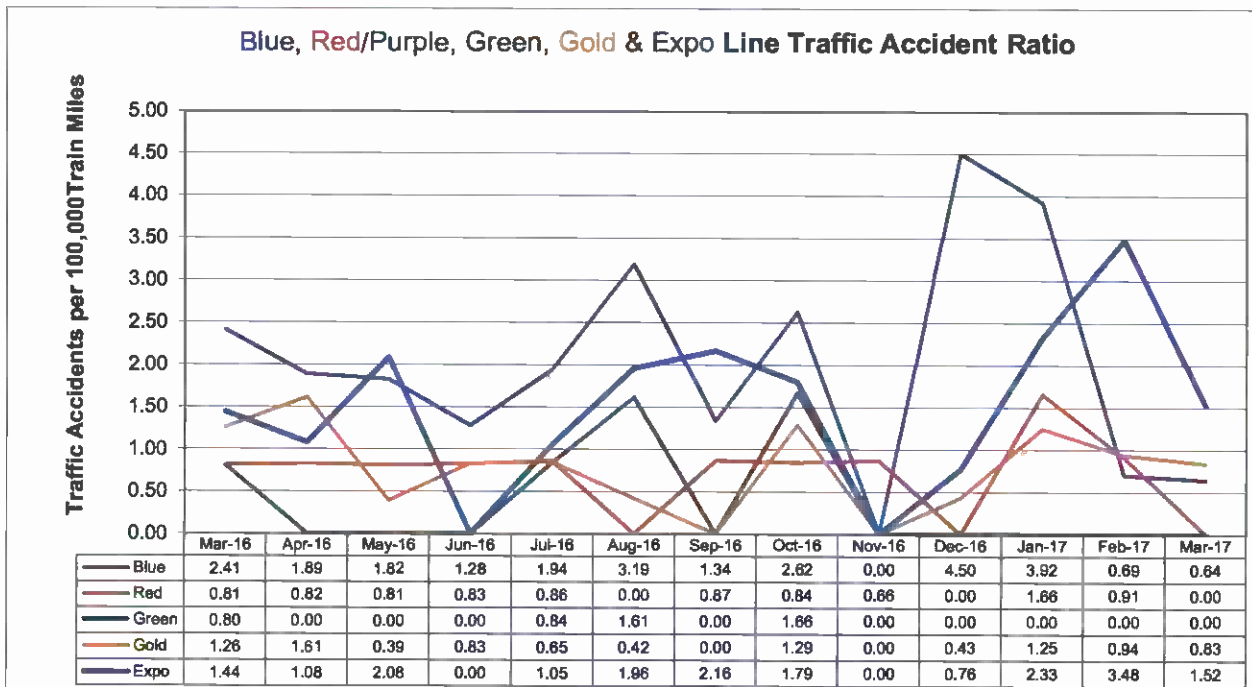
Expo Line Service began in March 2016.

Rail Safety Performance

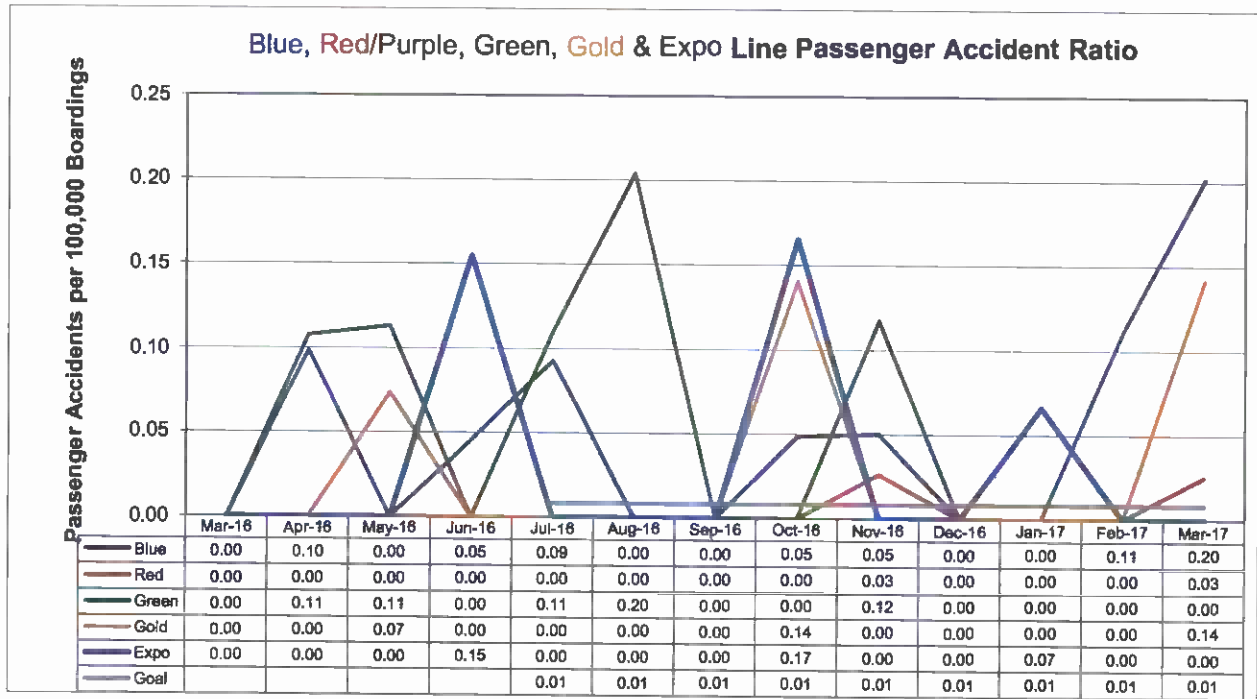
CPUC REPORTABLE ACCIDENTS PER 100,000 TRAIN MILES



TRAFFIC ACCIDENTS PER 100,000 TRAIN MILES

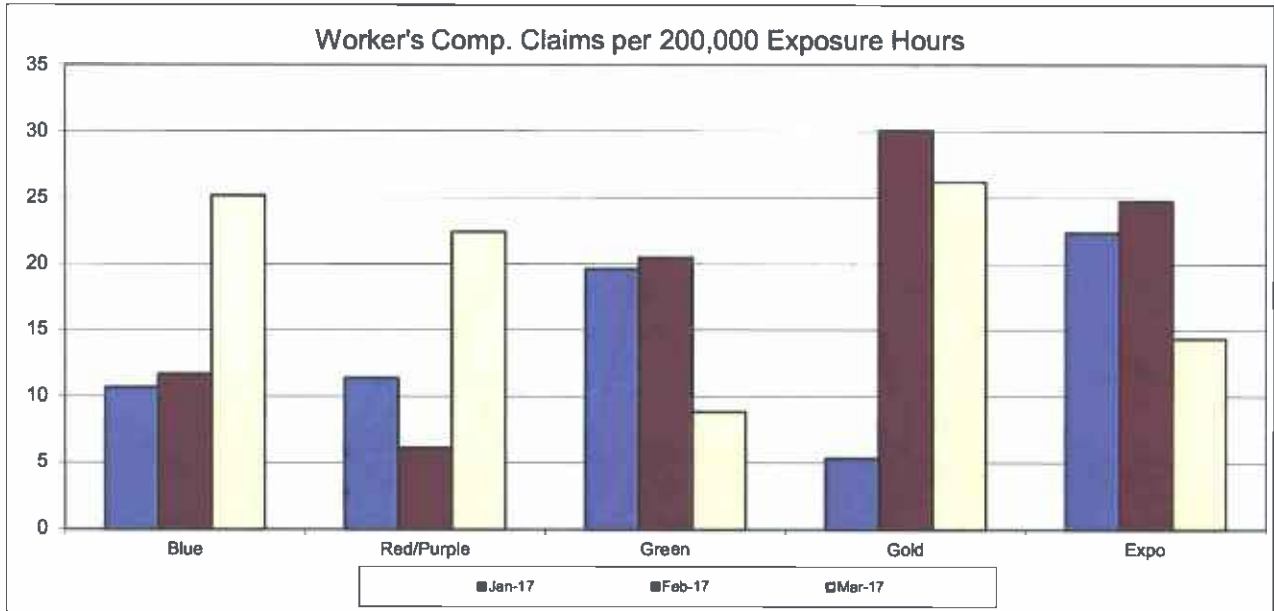


PASSENGER ACCIDENTS PER 100,000 BOARDINGS

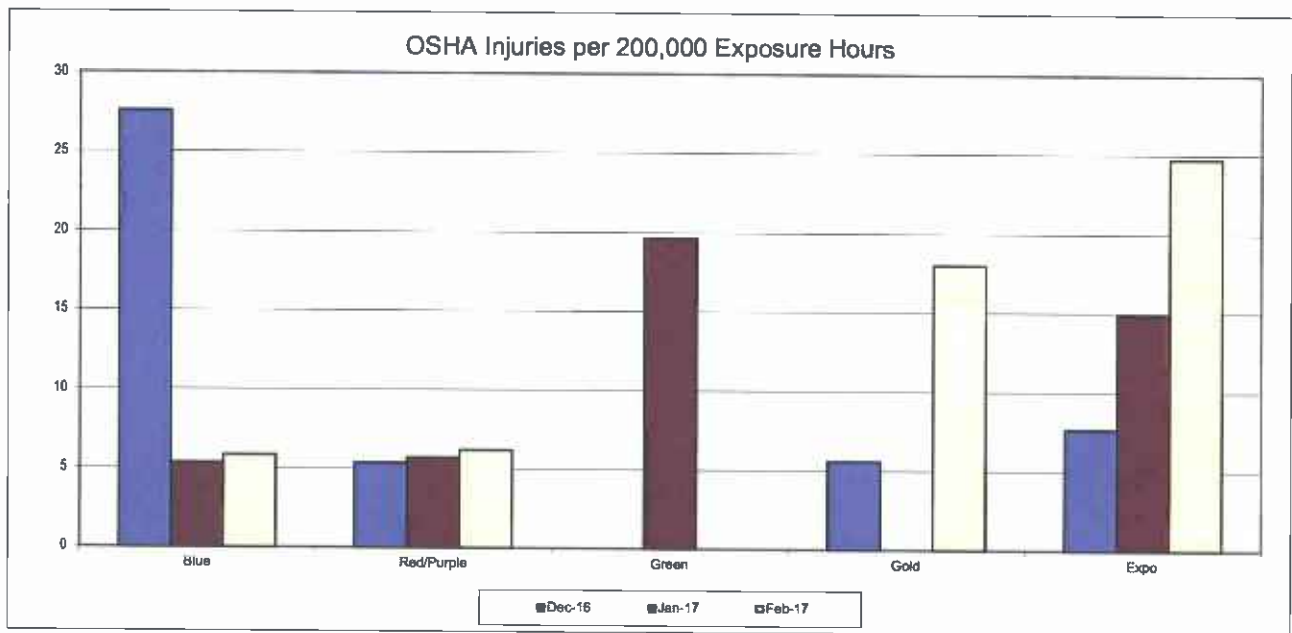
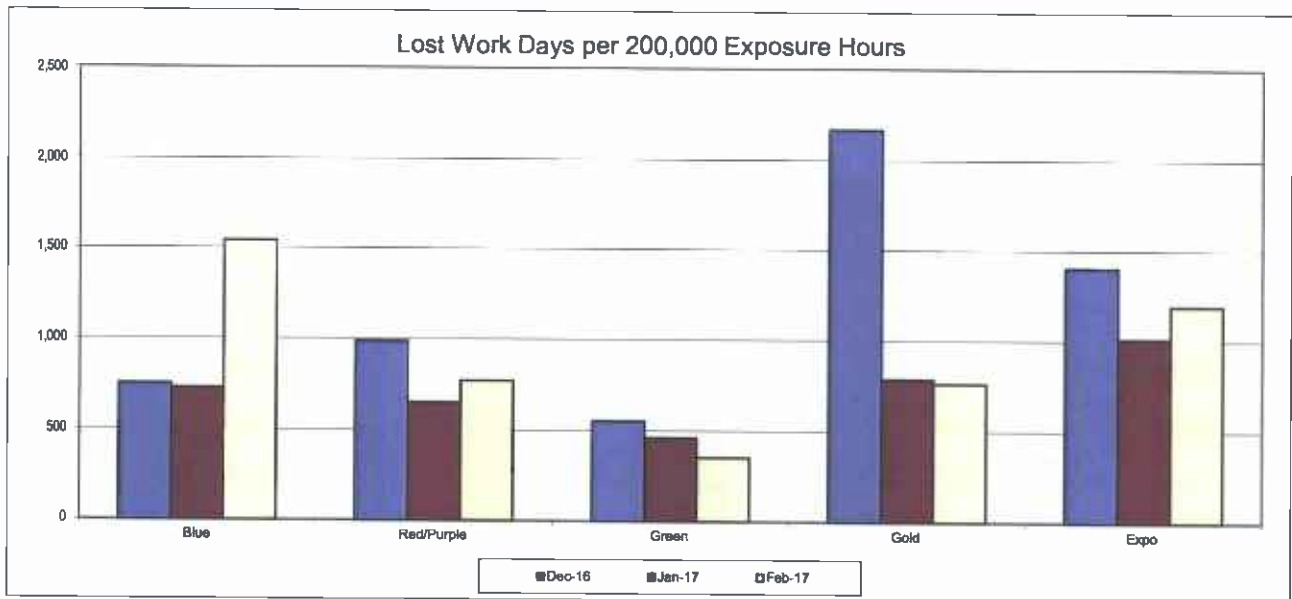


Expo Line Service began in March 2016.

Worker's Comp. Claims
Jan 2017 - Mar 2017
3 Month Comparison

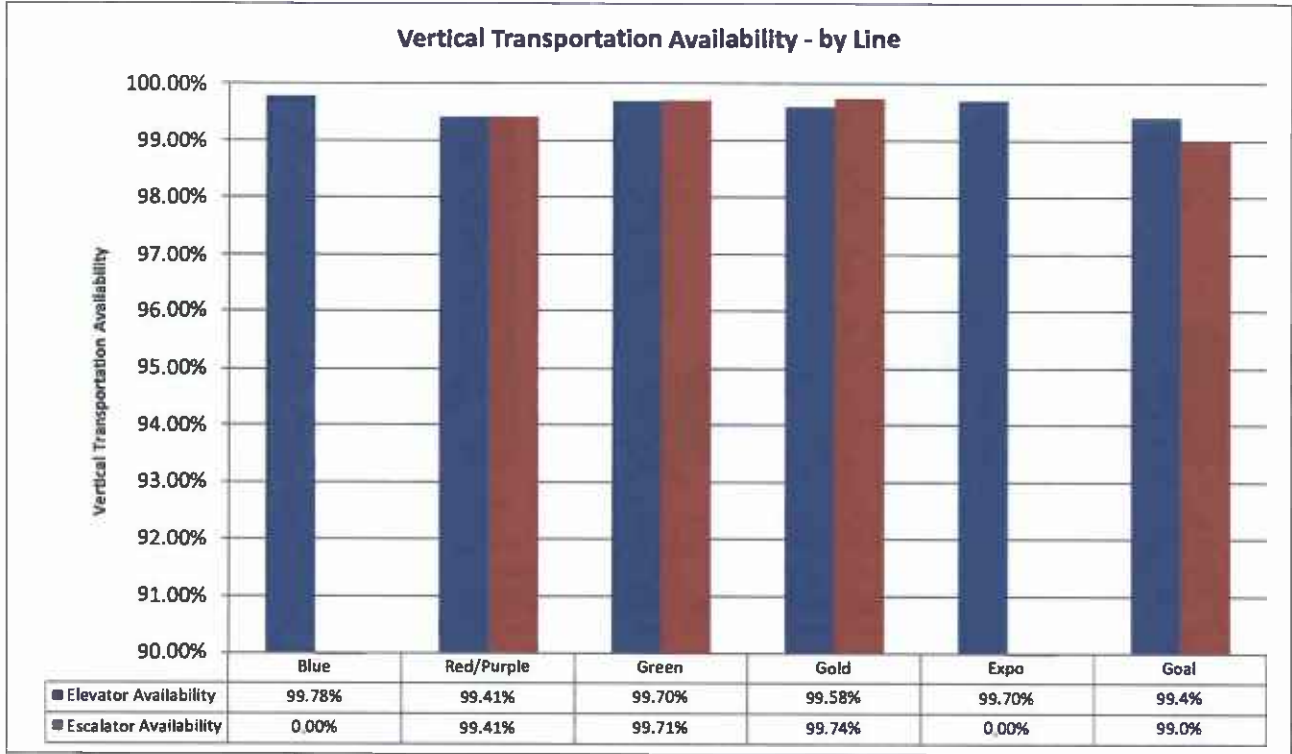


Lost Work Days and OSHA Injuries Dec 2016 - Feb 2017 3 Month Comparison



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

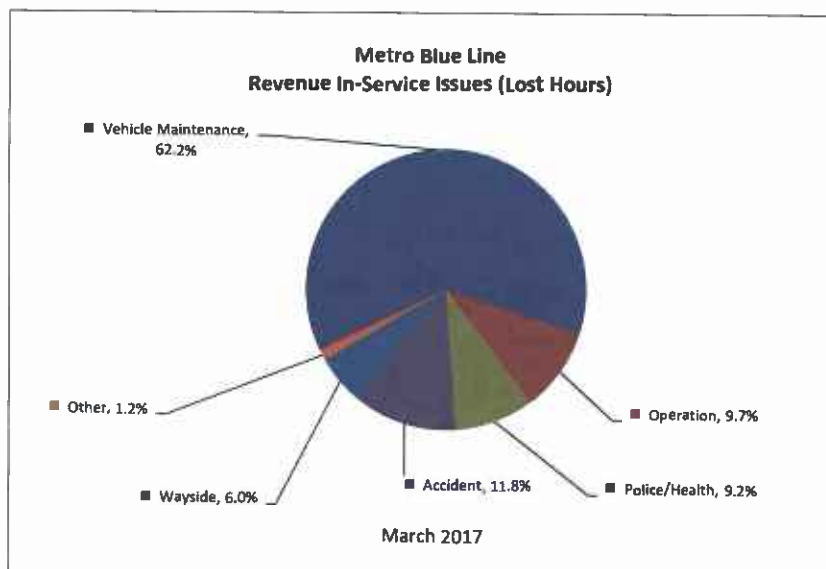
BLUE LINE

Out of a total of 20,321 hours operated, there were approximately 239 total hours of service delays.

March 2017 Service Hours *	Revenue	
	Hours	Percent
Revenue Hours without Delays	20,081	98.8%
Cancelled + Delayed Hours	239	1.2%
Total Revenue Hours	20,321	100.0%

Summary of the major contributors:	Count	Hours	Percent
Operations	13	23.2	9.7%
Accidents	2	28.1	11.8%
Vehicle Maintenance	69	148.9	62.2%
Wayside	3	14.3	6.0%
Police & Health	17	21.9	9.2%
Other	2	2.9	1.2%
Total	106	239.4	100.0%

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



March 2017 Blue Line major delay contributors were as follows:

Operations Incidents:

3/1/2017 3:13:00 PM - Incident# 2840183 (0 lost trips, 5 lost minutes)

10-100 at Willowbrook station (Northbound).

T-307

Train 122

(237A)-238-231

Northbound, Willowbrook station Track 1.

3/9/2017 5:34:00 AM - Incident# 2842957 (0 lost trips, 8 lost minutes)

Train Delay (Operator Error)

Train 112

T-490

(237)-302-239

Willow Turn Back Trk 2

8 minute delay

3/11/2017 8:00:00 AM - Incident# 2843808 (0 lost trips, 10 lost minutes)

All Blue Line and Expo trains departing 10 minutes late from 7th & Metro due to the Single tracking between 7th & Metro and Venice Interlocking. From 0800 to m1200 hours.

3/16/2017 7:03:00 PM - Incident# 2845910 (0 lost trips, 10 lost minutes)

Train Delay

T-358

Car 164-161-117

T-358

T-Mall South Platform

3/17/2017 2:08:00 PM - Incident# 2846232 (1 lost trip, 166 lost minutes)

Train 119 was cancelled southbound from 7th & Metro southbound, due bad gap train.

3/17/2017 3:35:00 PM - Incident# 2846260 (0 lost trips, 6 lost minutes)

Due to train traffic on Flower between 7th & Metro and Junction.

3/20/2017 5:15:00 PM - Incident# 2851513 (0 lost trips, 6 lost minutes)

Train operator reports reoccurring self applying brakes and a propulsion fault.

Train 125, T-130

(165B)-111-134

Track 2, Wardlow, South

3/22/2017 6:10:00 PM - Incident# 2848014 (2 lost trips, 350 lost minutes)

Operator reports of Metro Bus obstructing Track 2 at Myrrh Grade crossing.

Train 110

T-75

Cars 143-153-151

Myrrh Grade Crossing, Track 2, Southbound

3/22/2017 7:45:00 PM - Incident# 2848033 (0 lost trips, 10 lost minutes)

Operator T-357 violated rule 2021.

3/26/2017 2:35:00 AM - Incident# 2849081 (1 lost trip, 116 lost minutes)

Train cancelled due to manpower.

3/29/2017 10:59:00 PM - Incident# 2850523 (4 lost trips, 690 lost minutes)

Arinc displayed an overrun at signal 4n Venice Interlocking.

Train 101

T-183

Cars(139A),165

Signal 4s Venice Interlocking, Track 1, Northbound

3/30/2017 12:02:00 PM - Incident# 2850793 (0 lost trips, 11 lost minutes)
Train 111 departed late 5 minutes southbound from 7th & Metro Station.

3/31/2017 6:59:00 AM - Incident# 2851063 (0 lost trips, 3 lost minutes)
Train delay due to door issues in the yard.
Train 119
T-256
(232-245)
Blue line yard
5 minute delay to main yard. In service 3 minute delay starting at Del Amo.

Accidents:

3/9/2017 7:03:00 AM - Incident# 2842968 (6 lost trips, 1,003 lost minutes)
10-73 Train VS Auto
Train 603
T-136
(1031B)-1037
12th Flower N/B
6 minute delay

3/29/2017 1:38:00 PM - Incident# 2850361 (4 lost trips, 686 lost minutes)
Compton Platform/Mirror struck patron on the platform.

Vehicle Maintenance Incidents:

3/1/2017 7:11:00 AM - Incident# 2839933 (0 lost trips, 13 lost minutes)
Propulsion faults
Train 101
T-102
229-301-(229)
13 min service delay

3/2/2017 4:03:00 PM - Incident# 2840651 (0 lost trips, 6 lost minutes)
Train 123 reports repeated propulsion faults.
T-053
LRV'S (167) 126-158
7th & Metro, track 2 , southbound.

3/5/2017 12:36:00 PM - Incident# 2841488 (1 lost trip, 148 lost minutes)
Spin slides and self applying brakes reported.
Train 107
Consist: (245a), 229
T-034
Compton Station, track 1, northbound

3/6/2017 12:42:00 PM - Incident# 2841856 (1 lost trip, 169 lost minutes)

Train 110 reports propulsion faults with friction brake faults and minimal movement at Florence station. Cars 234a with 248 244

3/6/2017 3:17:00 PM - Incident# 2841893 (1 lost trip, 175 lost minutes)
Propulsion / Dynamic Brakes
Train 122
238-229-233
Northbound, track 1 Compton station.

3/6/2017 4:18:00 PM - Incident# 2841916 (0 lost trips, 10 lost minutes)
Door Will Not Close
Train 102, T-253
Cars 239, 235, 247
Trk 2, SB, Vernon Station

3/6/2017 10:04:00 PM - Incident# 2841966 (2 lost trips, 337 lost minutes)

Train with no movement
Train #107, T-149
(301)-237-302
SB, Willow Station, Track #2

3/7/2017 2:50:00 PM - Incident# 2842299 (0 lost trips, 5 lost minutes)

Train-108
T-253
Cars (108)-148-122
Northbound Track #1
Wardlow Station
Propulsion / Dynamic Brakes unable to clear.

3/8/2017 9:46:00 AM - Incident# 2843835 (1 lost trip, 167 lost minutes)

Door problem
Train 102
Consist: 142-115-(154a)
T-026
Florence Sta, track 2, southbound

3/8/2017 11:31:00 AM - Incident# 2842681 (0 lost trips, 12 lost minutes)

No movement.
Train 109
Consist: 151-(145)-113
T-264
Wardlow Station, track 2, southbound

3/10/2017 4:31:00 PM - Incident# 2843645 (0 lost trips, 12 lost minutes)

Train 120 reports doors problems at Willowbrook Station, not closing.

3/10/2017 8:56:00 PM - Incident# 2843702 (1 lost trip, 186 lost minutes)

Operator reports of no movement.
Train 109
T-400
Cars(147A)-141-157
Willow Station, Track 2, Northbound

3/13/2017 11:30:00 PM - Incident# 2844629 (1 lost trip, 184 lost minutes)

No Fault - No Movement
Train #109
T-95
145B-110
NB, 103rd St. Station, Track #1

3/14/2017 5:04:00 AM - Incident# 2844679 (1 lost trip, 180 lost minutes)

No Movement
Train 108
T-262
(231B)-241-235
1N imperial Trk 2 NB

3/14/2017 9:04:00 AM - Incident# 2844849 (0 lost trips, 5 lost minutes)

No movement reported.
Train 118
Consist: (239a), 301, 247
T-495
Naomi St, northbound, track 1

3/14/2017 4:01:00 PM - Incident# 2844979 (0 lost trips, 8 lost minutes)

Train-121
T-352
Cars (122A)-124-165
Southbound Track #2
Slauson Station
HSCB Trip (BMF).

3/14/2017 10:09:00 PM - Incident# 2845047 (1 lost trip, 168 lost minutes)
Doors (Left Side Not Showing Closed, no movement)
Train 103
Track #2 Oel Amo Station SB
T-485
(301)-239-231

3/15/2017 5:14:00 AM - Incident# 2845135 (0 lost trips, 6 lost minutes)
Audible overspeed /continuous shut down.
Train 101
T-259
(101B)-150-108
Willowbrook S/B Trk 2
+6 minute delay

3/15/2017 10:27:00 AM - Incident# 2845299 (1 lost trip, 180 lost minutes)
Propulsion fault, no movement
Train 108
Consist: (138b), 140-118
Track 1
Wardlow Station, northbound, track 1

3/15/2017 12:51:00 PM - Incident# 2845311 (1 lost trip, 175 lost minutes)
M-261 brake issues
Train 17
Consist: (126b), 157, 137
T- 262
Willowbrook Station, southbound, track 2

3/15/2017 1:30:00 PM - Incident# 2845336 (2 lost trips, 339 lost minutes)
Operator reports propulsion, speed restriction on Car 301.
Cars 234, 241, 301
Train 105
T-201
Compton TRK 1, northbound

3/17/2017 7:53:00 AM - Incident# 2846151 (0 lost trips, 12 lost minutes)
Propulsion / Dynamic Brakes
(110)-130-145
T-34
Wardlow, Southbound, Track 2

3/17/2017 10:01:00 AM - Incident# 2846198 (2 lost trips, 332 lost minutes)
Friction Brakes (Emergency braking)
(150)-168-128
Train 102
T-043
Compton, Southbound, Track 2

3/17/2017 1:44:00 PM - Incident# 2846227 (0 lost trips, 7 lost minutes)
Train 108 reports door problems, cuts doors 1 and 2 on LRV 159B.
Train 108
T-253
LRV'S (159B) 120-101
Slauson Station, track 2, south

3/17/2017 2:27:00 PM - Incident# 2846241 (1 lost trip, 166 lost minutes)
Operator notified control an African-American female alleges she was threatened by another passenger.

3/19/2017 10:41:00 PM - Incident# 2846714 (1 lost trip, 126 lost minutes)
Prop fault, no movement.
Train 107
T-149
Consist 231a-245
Anaheim Station, Track 1 NB

3/20/2017 4:03:00 AM - Incident# 2846764 (1 lost trip, 174 lost minutes)

Propulsion / Dynamic Brakes
129-(100)-126
Train 101
T-282
Willowbrook, Northbound, Track 1

3/20/2017 11:52:00 AM - Incident# 2846993 (0 lost trips, 10 lost minutes)

Propulsion / Dynamic Brakes with Speed restriction
(248A)-247-235
Train 103
T-335
Compton, Northbound, Track 1

3/20/2017 2:37:00 PM - Incident# 2847054 (2 lost trips, 337 lost minutes)

Air Conditioning not working LRV 234A
T-043
Train 106
LRV (234A) 239 229
Washington Station, Track 2, southbound.

3/20/2017 4:20:00 PM - Incident# 2847102 (1 lost trip, 168 lost minutes)

Propulsion / Dynamic Brakes
Train 120
T-059
108-140-159
Northbound, Willow station.

3/21/2017 7:10:00 AM - Incident# 2847278 (0 lost trips, 7 lost minutes)

Train 106, LRV's (248B), 244, and 241.
119th Grade Crossing, Track 1 north.
Prop fault with no movement.

3/21/2017 5:39:00 PM - Incident# 2847564 (0 lost trips, 5 lost minutes)

Propulsion Fault
Train 120, T-86
Cars: 301, 230, 250
Florence Station, Trk 2, Southbound

3/22/2017 6:57:00 AM - Incident# 2847738 (3 lost trips, 513 lost minutes)

Friction Brakes/Self Applying Brakes
Train 107
T-97
(239B)-250-230
Anahiem N/B Trk 1
15 minute delay

3/22/2017 8:27:00 AM - Incident# 2847784 (0 lost trips, 6 lost minutes)

Propulsion / Dynamic Brakes
139-(110)-163
Train 107
T-82
103rd, Southbound, Track 2

3/22/2017 3:59:00 PM - Incident# 2847967 (0 lost trips, 10 lost minutes)

Operator reports re-occurring friction brake fault on Car 118A.
Cars 121, 155, (118)
Train 101
T-415
Grand TRK 2, southbound

3/23/2017 5:11:00 AM - Incident# 2848101 (0 lost trips, 5 lost minutes)

Operator reports of no movement.

Train 103
T-115
242-244-301
Compton Station, Trk. 1. Northbound

3/23/2017 8:40:00 AM - Incident# 2848241 (1 lost trip, 168 lost minutes)

Self applying friction brakes with no movement

Train 103

T-518/76

LRV'S 301 (244) 242

103rd Street Station, track 2 , southbound.

3/23/2017 1:55:00 PM - Incident# 2848314 (0 lost trips, 5 lost minutes)

Train 105 reporting Propulsion Faults

Train 105

T-201

LRV-145-159-138

Washington Station, track 1 , north

3/23/2017 4:18:00 PM - Incident# 2848368 (1 lost trip, 168 lost minutes)

Train 125 reporting propulsion faults at on LRV 245

Train 125

T-240

LRV'S (245) 240-237

Pico Station, Track 1, Northbound.

3/23/2017 5:30:00 PM - Incident# 2848394 (1 lost trip, 168 lost minutes)

Train 111 reporting propulsion faults with a speed restriction.

Train 111

T-201

LRV'S (147A) 101-129

Slauson Station, track 2, southbound.

3/24/2017 7:46:00 AM - Incident# 2848593 (0 lost trips, 5 lost minutes)

Train 111 reporting re occurent propulsion faults.

Train 111

T-259

LRV'S (149) 157-140

Willowbrook Station, track 1, northbound

3/24/2017 4:18:00 PM - Incident# 2848786 (2 lost trips, 346 lost minutes)

Train 119 reporting Propulsion faults with a speed restriction of 35 mph.

Train 119

T-348

LRV'S (163) 110-101

Willow Station, track 1, northbound.

3/24/2017 8:42:00 PM - Incident# 2848834 (1 lost trip, 166 lost minutes)

Operator T-149 reports of having a dirty car.

Train 104

T-149

Cars 129-100-118

Wardlow Station, Track 1, Northbound

3/24/2017 8:46:00 PM - Incident# 2848837 (0 lost trips, 15 lost minutes)

Train Operator T-149 reports of door problems at Grand Station.

Train 104

T-149

Cars 237-240-245

Grand Station, Track 1, Northbound

3/25/2017 12:45:00 PM - Incident# 2848964 (0 lost trips, 4 lost minutes)

Train 102 reports that the Knob for ATP bypass on LRV 301B is broken.

3/25/2017 1:10:00 PM - Incident# 2848972 (1 lost trip, 154 lost minutes)

Train 102 reports that doors will not open at the platform.

Train 102

T-258

LRV'S (239) 248-239

7th & Metro Center, track 2, southbound.

3/26/2017 2:22:00 PM - Incident# 2849150 (0 lost trips, 6 lost minutes)

Propulsion / Dynamic Brakes, cars #(1017)-1021-1054

Train #602

T-472

7th and Metro, Track #002, Southbound.

3/27/2017 7:34:00 AM - Incident# 2849384 (0 lost trips, 6 lost minutes)

Friction Brakes

(244A)-240-301

Train 119

T-110

Washington/Maple, Track 1, Northbound

3/27/2017 8:40:00 AM - Incident# 2849361 (2 lost trips, 340 lost minutes)

Friction Brakes

(115B)-155-161

Train 107

T-326

Artesia, Southbound, Track 2

3/27/2017 11:59:00 AM - Incident# 2849453 (0 lost trips, 12 lost minutes)

Propulsion / Dynamic Brakes

(110)-168-165

Train 105

T-201

Metro Center, Southbound, Track 2

3/27/2017 5:09:00 PM - Incident# 2849614 (2 lost trips, 341 lost minutes)

Train operator reports a reoccurring propulsion fault.

Train 126, T-42

(161A)-166-155

Track 2, Washington, South

3/27/2017 7:34:00 PM - Incident# 2849647 (1 lost trip, 168 lost minutes)

Train operator reports a clicking sound from ATP rack with an audible.

Train 104, T-149

(164AB)-111-165

Track 2, Willowbrook, South

3/28/2017 6:15:00 AM - Incident# 2849784 (1 lost trip, 183 lost minutes)

Doors

Train 102

T-281

(245)-231-248

Pacific Coast HWY Trk 1 N/B

3/28/2017 6:16:00 AM - Incident# 2849791 (0 lost trips, 15 lost minutes)

Self Applying Brakes

Train 114

T-43

(239B)-246-229

Compton Station N/B Trk 1

3/28/2017 4:33:00 PM - Incident# 2850043 (0 lost trips, 11 lost minutes)

Train-107

T-021

Cars (248A)-231

Northbound, Track #1

Artesia Station

Propulsion / Dynamic Brakes, unable to clear.

3/28/2017 7:23:00 PM - Incident# 2850100 (2 lost trips, 335 lost minutes)
Self Applying brakes
Train # 106
T-353
(2398)-246-229
SB, Willowbrook Station, Track #2

3/28/2017 7:47:00 PM - Incident# 2850104 (2 lost trips, 335 lost minutes)
Door Problem
Train # 107
T-485
(1638)-149-164
SB, Artesia Station, Track #2

3/29/2017 5:11:00 AM - Incident# 2850169 (0 lost trips, 8 lost minutes)
Reoccurring Propulsion Fault
Train 103
T-115
(113B)-165-139
Trk 1 Compton N/B

3/29/2017 3:05:00 PM - Incident# 2850384 (2 lost trips, 335 lost minutes)
Washington and Broadway/TR 109 has a friction brake failure.

3/29/2017 7:46:00 PM - Incident# 2850496 (0 lost trips, 12 lost minutes)
Operator reports of not being able to engage in cab signal.
Train 111
T-95
Cars (231), 122, 244
Washington Station, Track 2, Southbound

3/30/2017 7:45:00 AM - Incident# 2850685 (0 lost trips, 5 lost minutes)
Train 110 reports that all doors did not open on his trailing car 158.
Train 110
T-164
LRV'S 1138-112-158
Transit Mall Station, Track 2, Northbound.

3/30/2017 2:16:00 PM - Incident# 2850895 (4 lost trips, 678 lost minutes)
Train 120 reports Loss of Cab Signals on LRV 231A
Train 120
T-400
LRV'S (231) 233-244
Wardlow Station, track 1, Northbound.

3/30/2017 5:02:00 PM - Incident# 2850913 (0 lost trips, 5 lost minutes)
Train 108 reports no power on approach to Manville grade crossing.
Train 108
T-300
LRV'S (239A) 247-230
Manville Crossing, track 1, northbound.

3/30/2017 5:24:00 PM - Incident# 2850920 (0 lost trips, 8 lost minutes)
Train 103 reports a Propulsion Faults that will not clear.
Train 103
T-043
LRV'S (3018) 302
103 rd Street Station, track 2, southbound.

3/30/2017 7:14:00 PM - Incident# 2850939 (0 lost trips, 7 lost minutes)
Train Operator T-42 reports of no movement.
Train 107
T- 42
Cars (232B), 245
Washington Station, Track 2, Southbound

3/31/2017 4:49:00 AM - Incident# 2851029 (2 lost trips, 338 lost minutes)

Doors
Train 101
T-182
237-(232-245)
Trk 2 5/B Pico Station
- 6 minute delay

3/31/2017 8:43:00 AM - Incident# 2851116 (0 lost trips, 12 lost minutes)

Train 119 reports a door problem on LRV 2458
Train 119
t-231
LRV'S 232- (2458)
Wardlow Station, Track 1, Northbound.

3/31/2017 12:22:00 PM - Incident# 2851207 (0 lost trips, 15 lost minutes)

Train 105 is reporting dynamic brake faults on LRV 1268 when braking.
Train 105
T-201
LRV'S { 1268 } 122-149
Firestone Station, track 2, southbound.

3/31/2017 7:19:00 PM - Incident# 2851324 (1 lost trip, 202 lost minutes)

Operator T-357 reports of having a HSCB Trip.
Train 108
T-357
Cars (121), 107, 130
Willow Station, Track 1, northbound

Wayside Incidents:

3/4/2017 7:25:00 AM - Incident# 2841222 (1 lost trip, 165 lost minutes)

TP-121 opened b03 @ Pico for track alloc work, however this de-energized trk 2 Metro Center from trk 2 to bumping post. This action disabled M-228 (pink) singletrack operation crossovers from Metro Center South Interlocking to Venice Interlocking.

3/16/2017 7:28:00 AM - Incident# 2845626 (0 lost trips, 15 lost minutes)

Traction Power Deenergized Tracks
B03 @ PCH and B04 @ Willow.
Tracks 1 between Pacific Coast Hwy and Willow N/B
Train 113, 111, 109,108 Affected.

3/31/2017 9:28:00 AM - Incident# 2851161 (4 lost trips, 676 lost minutes)

A/C breakers open simultaneous at Artesia TP55, Dominguez TP55 and at Del Amo TP55. Lossing power from Artesia nterlocking to Wardlow Station, Tracks 1 and 2.

Police & Health Incidents:

3/2/2017 7:39:00 AM - Incident# 2840392 (0 lost trips, 17 lost minutes)

Operator reports of a vehicle blocking track 2
Train 104
T-182
244-248-239
43rd Street, Trk. 2, southbound

3/3/2017 11:28:00 AM - Incident# 2841016 (0 lost trips, 12 lost minutes)

T-281 reports aa male exposing perhaps unstable/10-390. Subsequently at 1140 he is a trespasser moving from track 1 to track 2. He is clothed but shirtless.

3/3/2017 12:10:00 PM - Incident# 2841057 (0 lost trips, 12 lost minutes)

Patron seizure on Tr 103nb inside lead car 145a. Subsequently the patron exited while holding for pmedical attention and continued seizure on track 2 Florence.

3/3/2017 9:24:00 PM - Incident# 2841176 (0 lost trips, 20 lost minutes)

Sick Individual
Train Operator reports a patron having seizures aboard train 104

3/8/2017 5:17:00 PM - Incident# 2842841 (2 lost trips, 334 lost minutes)

Trains bypass Willowbrook Station due to police activity.

3/11/2017 6:30:00 AM - Incident# 2843753 (1 lost trip, 121 lost minutes)

Trespasser, Track #1, south of Willow Station.

Train # 107

T-236.

LRV-(302), 237.

Willow Station, track #2, southbound.

3/13/2017 3:47:00 PM - Incident# 2844541 (1 lost trip, 184 lost minutes)

Assault/ Patron with a knife

Train #124

T-042

(1388)-127-116

NB, Vernon Station, Track #1

3/13/2017 11:58:00 PM - Incident# 2844632 (0 lost trips, 20 lost minutes)

Emergency: Patron Sick

Seizure, 103rd St Station

Train # 109, T-95

Car #(145B)-110

3/14/2017 10:20:00 AM - Incident# 2844885 (0 lost trips, 20 lost minutes)

Trespasser reported on ROW between 48th & 55th and subsequently opened crew door from trackside 2 at 52nd and boarded the train, disrupting patrons and trying to break into the operators cab door.

3/17/2017 9:25:00 PM - Incident# 2846347 (0 lost trips, 8 lost minutes)

Train operator T-90 reports that a passenger refused to get off the train.

Train 110

T-90

Cars:128-(168)-150

Wardlow Station, Track 1, Northbound

3/18/2017 12:11:00 AM - Incident# 2846358 (1 lost trip, 164 lost minutes)

Deputy Countryman request for Train 101 to hold at Compton Station, due to reports of passengers with a gun.

Train 101

T-503

Cars 100-129-119

Compton Station, Track 1, northbound

3/18/2017 1:15:00 AM - Incident# 2846362 (0 lost trips, 6 lost minutes)

Train Operator T-485 reports of an altercation aboard the train, between a male and female.

Train 109

T-485

Cars 230-245

South side Transit Mall

3/21/2017 4:48:00 PM - Incident# 2847554 (2 lost trips, 335 lost minutes)

Non-MTA vehicle made contact with the track 2 platform at PCH station

3/25/2017 11:45:00 AM - Incident# 2848951 (0 lost trips, 19 lost minutes)

Train 101 reports a trespasser in front of her train north of 41st grade crossing.

3/29/2017 9:42:00 PM - Incident# 2850510 (0 lost trips, 23 lost minutes)

Deputy Arillano request for southbound Train at Artesia Station to hold.

Train 107

T-487

Cars(145), 168, 161

Artesia Station, Track 2, Southbound

3/30/2017 1:09:00 PM - Incident# 2850822 (0 lost trips, 10 lost minutes)

Train 105 reporting that there is a physical fight on board between a Female African American and a Male African American.

Train 105

T-201

LRV'S (121B) 130-162

Long beach & 8th, track 1, Northbound.

3/31/2017 9:13:00 PM - Incident# 2851338 (0 lost trips, 10 lost minutes)
Deputy Flores request for Train 104 to hold at Artesia Station.

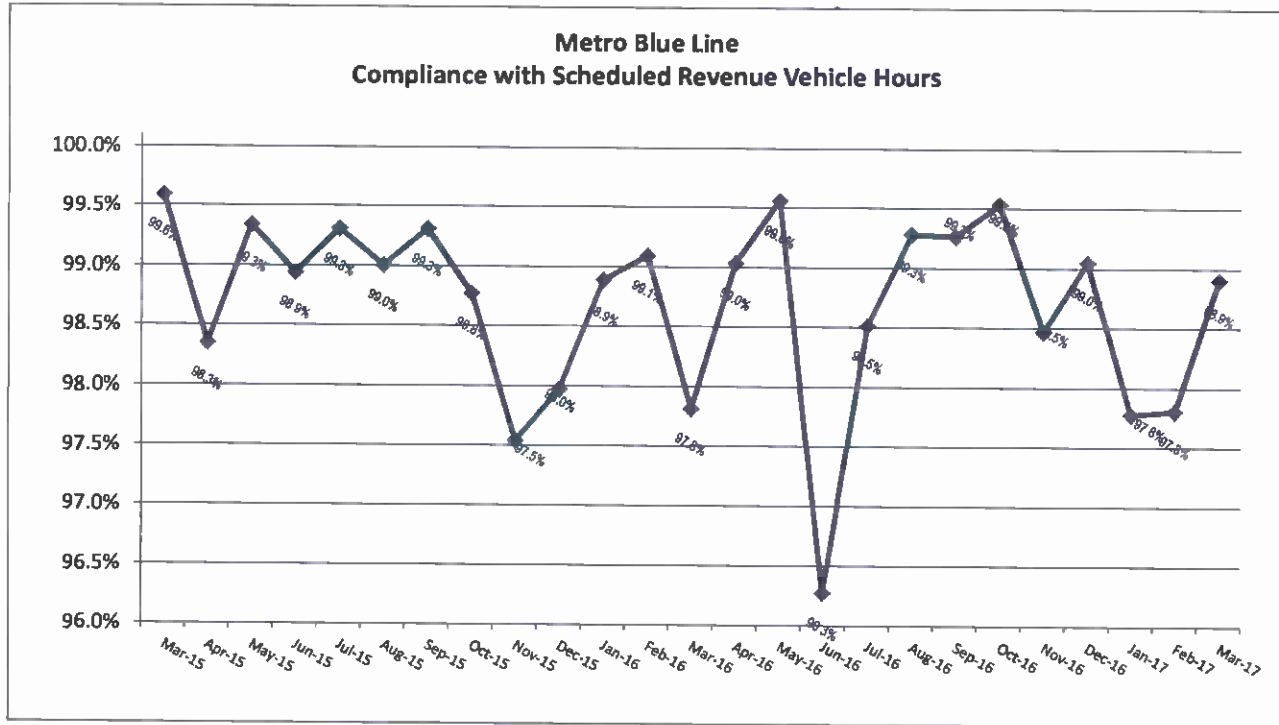
Other Incidents:

3/18/2017 3:05:00 PM - Incident# 2846470 (0 lost trips, 5 lost minutes)
Train 106 reported that a patron defecate on LRV 130
Train 106
T-233
LRV'S 150 (130)-168
Anaheim Station, Track 1, northbound.

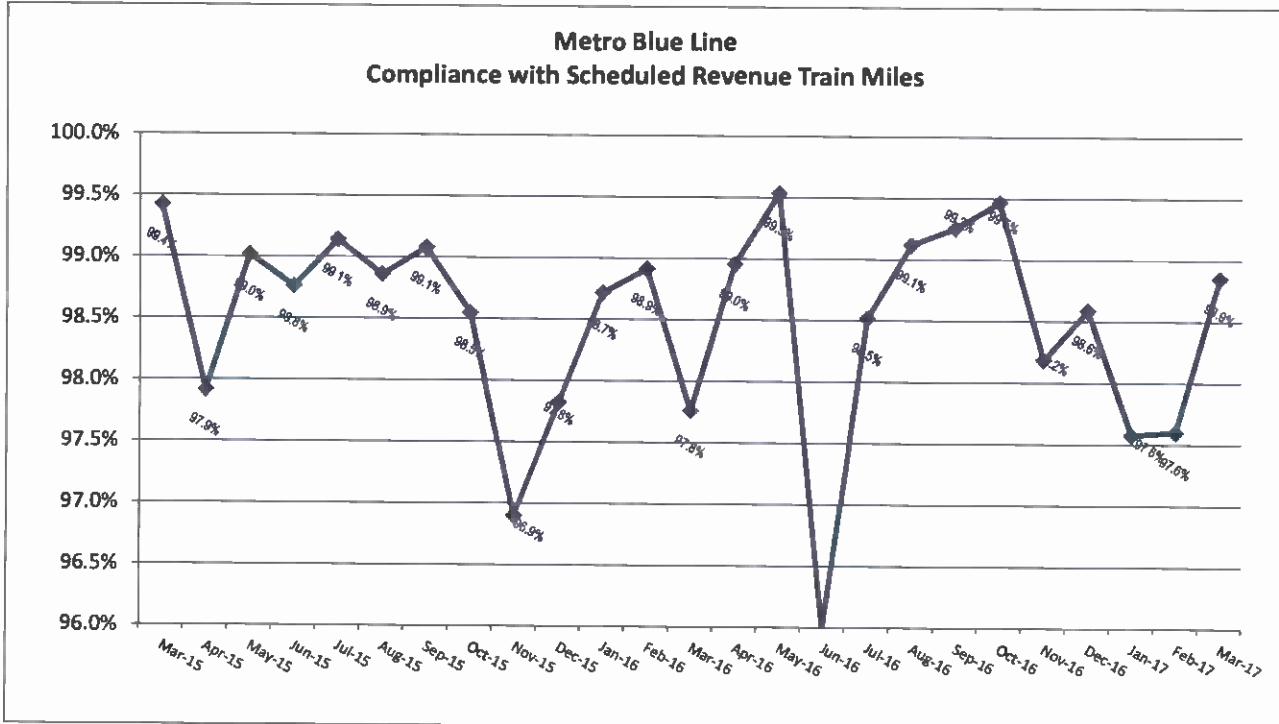
3/22/2017 6:52:00 AM - Incident# 2847726 (1 lost trip, 168 lost minutes)
Out Late from the Yard
Train 119
T-321
123-156-145
Blueline Yard Limits

MEASURES OF THE OVERALL SERVICE IMPACT OF RAIL INCIDENTS

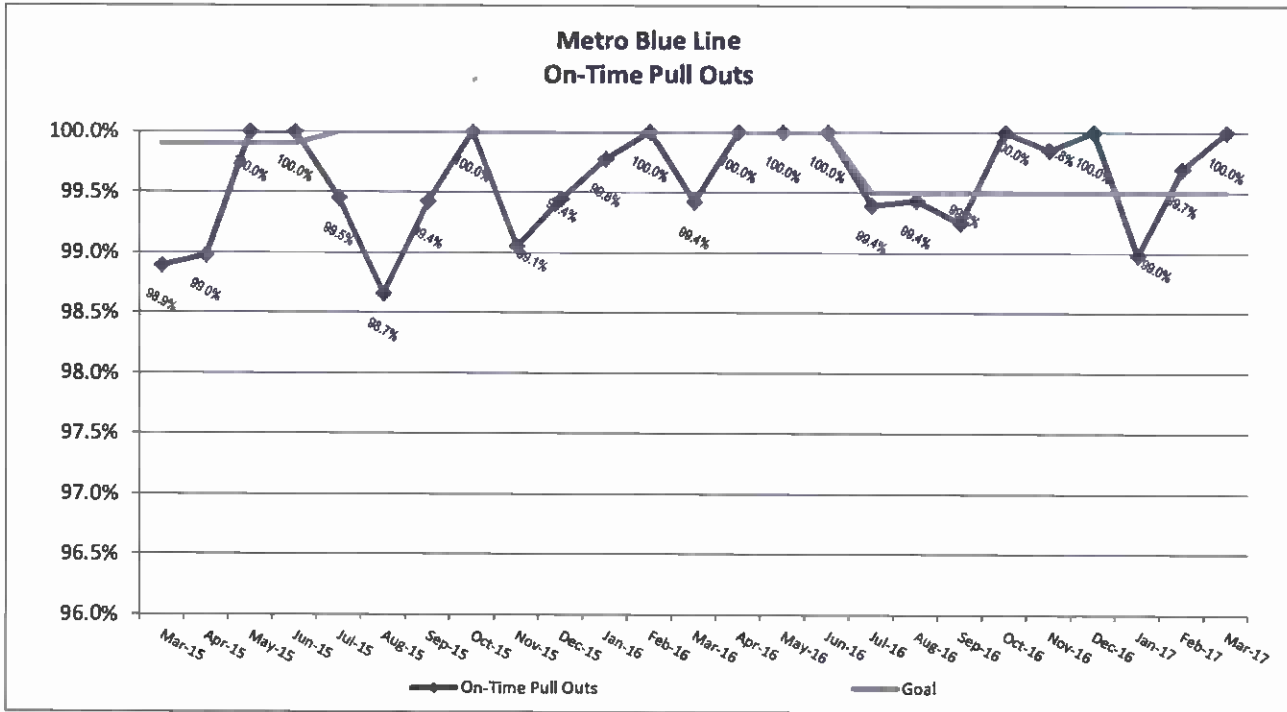
COMPLIANCE WITH SCHEDULED VEHICLE HOURS CHART



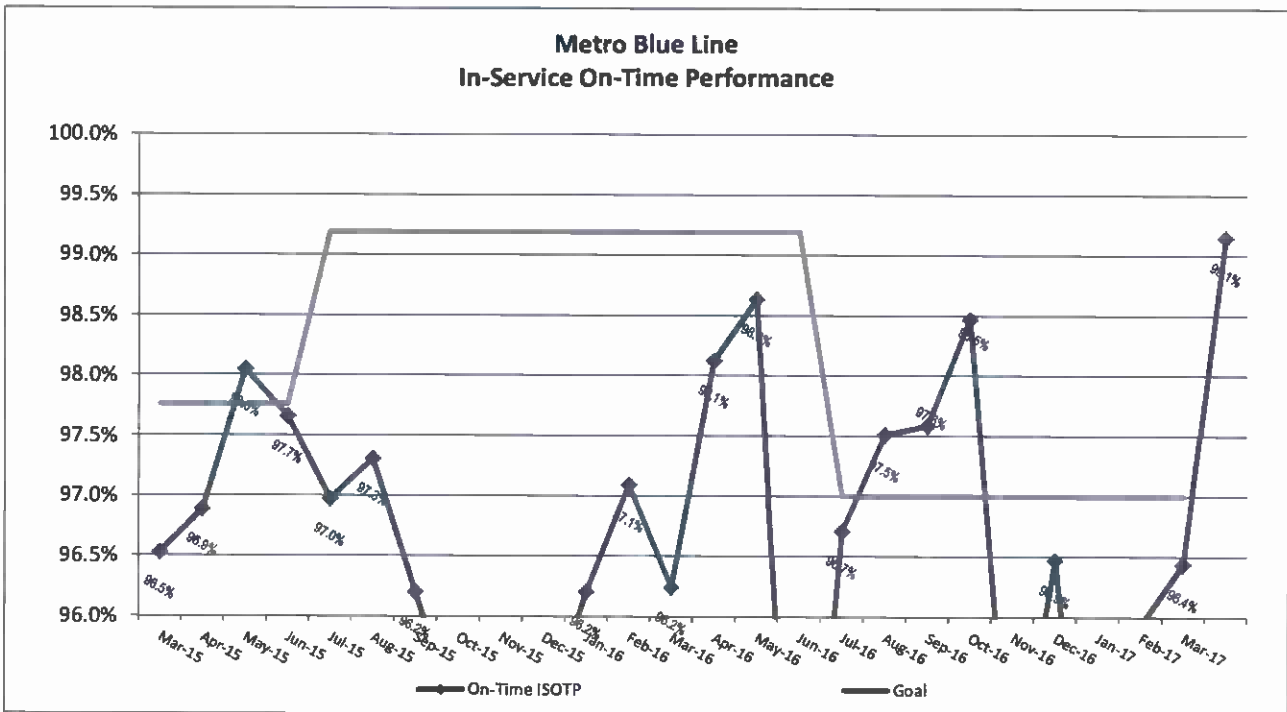
COMPLIANCE WITH SCHEDULED TRAIN MILES CHART



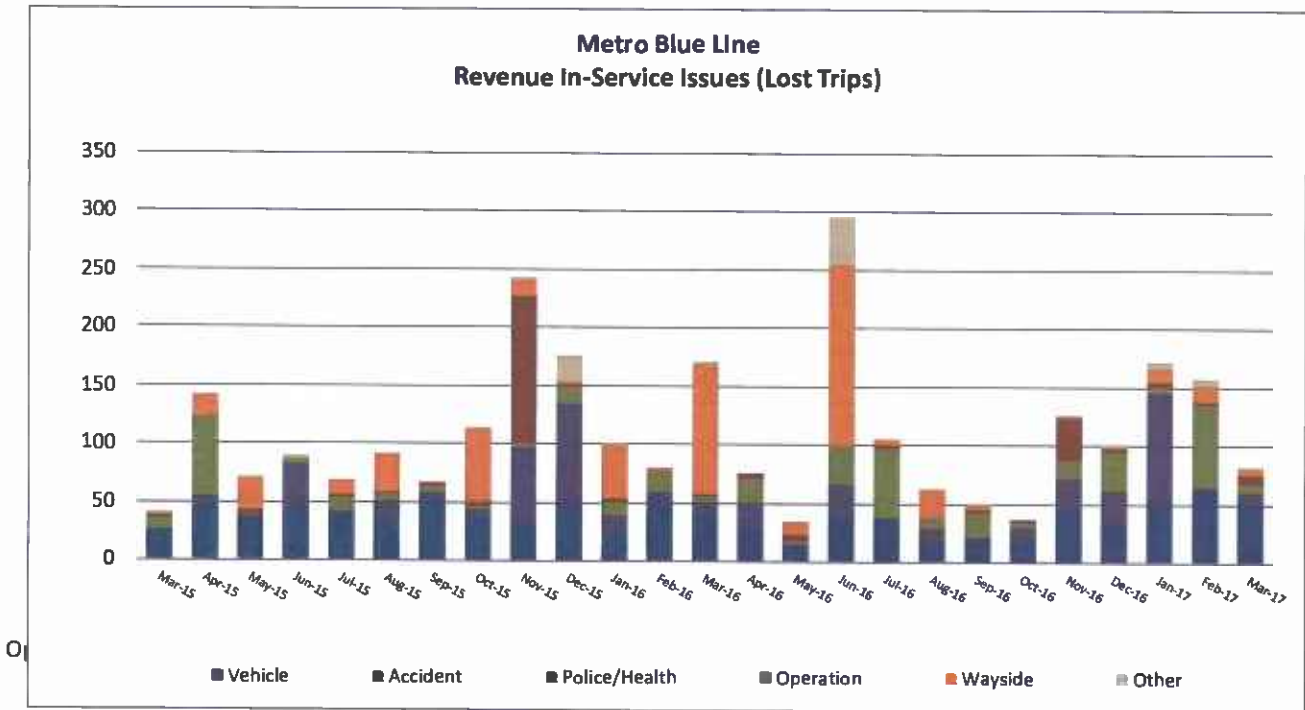
ON-TIME PULL OUTS CHART



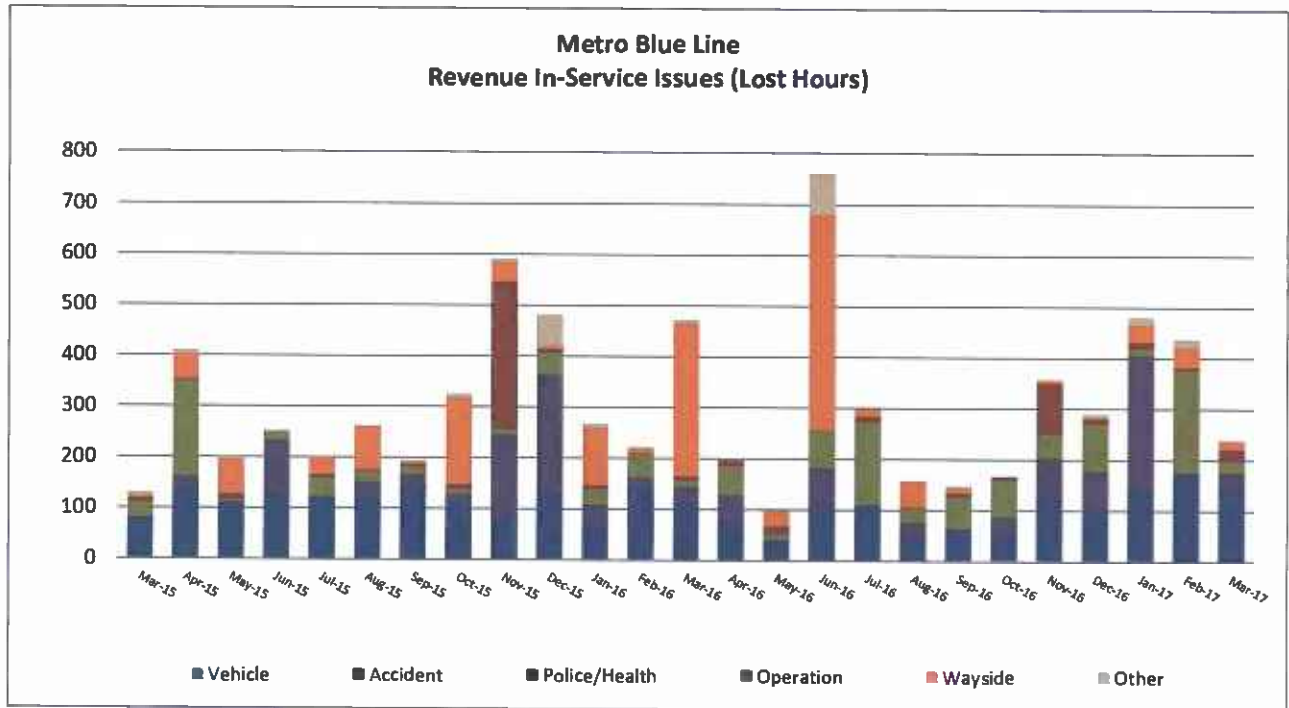
IN-SERVICE ON-TIME PERFORMANCE CHART



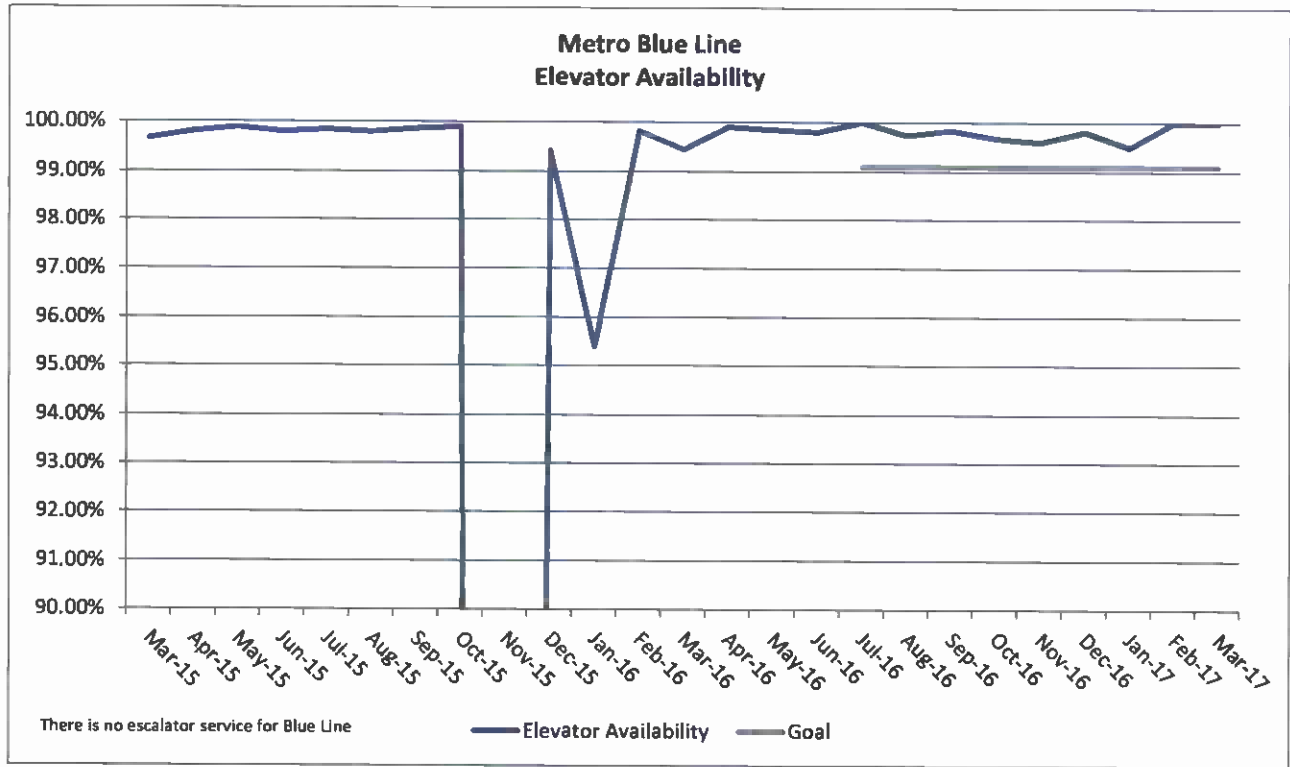
LOST TRIPS



LOST HOURS



VERTICAL TRANSPORTATION AVAILABILITY



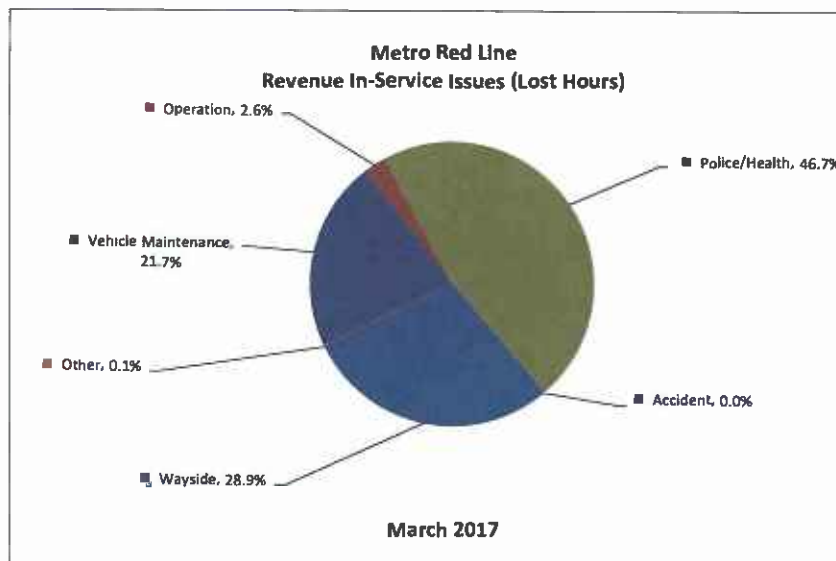
RED LINE

Out of a total of 26,833 hours operated, there were approximately 173 total hours of service delays.

March 2017 Service Hours *	Revenue	
	Hours	Percent
Revenue Hours without Delays	26,660	99.4%
Cancelled + Delayed Hours	173	0.6%
Total Revenue Hours	26,833	100.0%

Summary of the major contributors:	Count	Hours	Percent
Operations	3	4.6	2.6%
Accidents	0	0.0	0.0%
Vehicle Maintenance	13	37.6	21.7%
Wayside	2	50.0	28.9%
Police & Health	13	80.9	46.7%
Other	2	0.2	0.1%
Total	33	173.2	100.0%

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



March 2017 Red Line major delay contributors were as follows:

Operations Incidents:

3/17/2017 12:59:00 AM - Incident# 2846215 (0 lost trips, 10 lost minutes)
T-32 operating 2 pack train from yard to couple to 80 consist at North Hollywood

3/19/2017 4:27:00 AM - Incident# 2846561 (1 lost trip, 116 lost minutes)
Train 202 delayed 18 minute at Civic Center westbound due to emergency brake applications/no movement.

3/28/2017 6:47:00 AM - Incident# 2849785 (1 lost trip, 148 lost minutes)
T-068 reports being bitten by a Pit bull at Wilshire/Western.

Vehicle Maintenance Incidents:

3/2/2017 5:44:00 AM - Incident# 2840333 (0 lost trips, 10 lost minutes)
ATP Fail / Emergency Brake Application
591 592 597 598 589 (590)
Train 201
T-80
Solar Drive , eastbound

3/2/2017 2:59:00 PM - Incident# 2840604 (5 lost trips, 762 lost minutes)
Train 213 car 518 door is off its track.

3/5/2017 4:42:00 AM - Incident# 2841406 (2 lost trips, 246 lost minutes)
Operator reports multiple emergency brake applications.
Cars 589, 590, 563, 564
Train 204
T-212
Vermont 8 Beverly AR, westbound

3/7/2017 6:20:00 AM - Incident# 2842091 (4 lost trips, 604 lost minutes)
Train 202 T-328 with no movement at Wilshire Western.

3/7/2017 2:13:00 PM - Incident# 2842302 (0 lost trips, 4 lost minutes)
Report of flashing cab signal, emergency brake won't release.
T-179
Train 202
Cars (517)-518-509-508
Westlake MacArthur AR westbound.

3/8/2017 7:59:00 PM - Incident# 2842862 (1 lost trip, 149 lost minutes)
Reports propulsion failure and no movement.
T-169
Train 212
North Hollywood, AR, Eastbound
Cars: (501) 502 505 506 513 514

3/10/2017 5:41:00 PM - Incident# 2843668 (1 lost trip, 161 lost minutes)
Reports propulsion failure on car 568.
T-169
Train 218
7th Metro, AL, Eastbound
Cars: 567 (568) 553 554 603 604

3/17/2017 5:23:00 PM - Incident# 2846296 (0 lost trips, 5 lost minutes)
T-117 reports emergency brakes applied and would not release with flashing cab signals going through Union Station West Interlocking, AL track, Westbound, (cars 589, 590, 565, 566, 547, 548).

3/23/2017 7:52:00 PM - Incident# 2848419 (1 lost trip, 148 lost minutes)
ATP fault no movement
T-169
Train 212
Cars 509,508,519,526,505,506
North Hollywood AR E8.

3/28/2017 4:37:00 AM - Incident# 2849727 (1 lost trip, 148 lost minutes)

Train 211 experience a friction brake fault, train was not moving any faster than 10 MPH and flashing cab signals.

3/28/2017 5:39:00 AM - Incident# 2849734 (0 lost trips, 8 lost minutes)
Train 202 car 586 doors 10/12 are not closing.

3/29/2017 8:22:00 AM - Incident# 2850231 (0 lost trips, 5 lost minutes)
Train 204 (571,572,569,570,531,532) T-209, Westlake Station, AR reports door problems in trailing car.

3/30/2017 6:35:00 PM - Incident# 2850931 (0 lost trips, 4 lost minutes)
Car 509 Doors 5/7 were hard to cut out, would not lock.
T-312
Train 203
Cars (509),508,523,528
Westlake/MacArthur AR WB.

Wayside Incidents:

3/2/2017 10:20:00 AM - Incident# 2840512 (20 lost trips, 2,983 lost minutes)
Track Circuit at Union Station US3B failed, it displayed a false occupancy.

3/4/2017 12:45:00 AM - Incident# 2841188 (0 lost trips, 19 lost minutes)
Junction box cover opened Vermont Santa Monica Interlocking AL E and touched Third Rail.

Police & Health Incidents:

3/4/2017 9:01:00 AM - Incident# 2841244 (0 lost trips, 12 lost minutes)
Male patron reports having chest pains and requests medical attention
Train 203
T-378
Cars 601-602-(531)-532
7th/Metro AR West

3/5/2017 4:46:00 PM - Incident# 2841534 (30 lost trips, 3,492 lost minutes)
CCTV received a report of two male individuals involved in a physical altercation.

3/7/2017 8:00:00 AM - Incident# 2842171 (0 lost trips, 6 lost minutes)
Union Station AR Track, Train-202 T-68 cars 505/506/523/526 with medical emergency on-board car 506.

3/7/2017 4:34:00 PM - Incident# 2842392 (2 lost trips, 297 lost minutes)
Report of a black female yelling and screaming at passengers and causing disturbance.

3/10/2017 7:41:00 PM - Incident# 2843693 (1 lost trip, 149 lost minutes)
Train 216, T-3 reports physical altercation on board at W/M AR platform.

3/15/2017 9:27:00 AM - Incident# 2845221 (1 lost trip, 164 lost minutes)
T-209 reports receiving PIC call from car 562 (Train 201, cars 531,532,561,562,589,590) of a female patron that has lost consciousness. Train 201, Westlake Station, AL Track, Eastbound.

3/20/2017 9:51:00 AM - Incident# 2846926 (1 lost trip, 148 lost minutes)

Patron assaulted on board train 207 at Universal City Station AL platform. LASD and Medical assistance requested.

3/20/2017 7:12:00 PM - Incident# 2847157 (1 lost trip, 148 lost minutes)

Train # 214 W/Bound Hollywood Vine Station A/R, operator reports that several patrons complained of being assaulted.
Cars #561-562-565-(566)-569-570

3/22/2017 8:55:00 PM - Incident# 2848047 (0 lost trips, 10 lost minutes)
Vermont Santa Monica Station platform G-207, reports a physical altercation.

3/26/2017 7:43:00 PM - Incident# 2849192 (1 lost trip, 116 lost minutes)
Patron hitting and kicking operator door Train # 203 Car # 506

3/27/2017 6:13:00 AM - Incident# 2849293 (0 lost trips, 6 lost minutes)
Police Activity
Train 202
T-328
Cars 519-526-505-506
Union Station AR West

3/31/2017 5:16:00 AM - Incident# 2851012 (0 lost trips, 7 lost minutes)

Operator T-7 reported a sleeping trespasser on the ROW at Hollywood Vine in the interlocking.

3/31/2017 6:56:00 PM - Incident# 2851317 (2 lost trips, 298 lost minutes)

Union Station Train # 201, Cars #(583)-584-589-590, an unattended item found under a passenger seat.

Other Incidents:

3/3/2017 1:46:00 PM - Incident# 2841084 (0 lost trips, 5 lost minutes)

Yard de energized due to a trespasser.

3/27/2017 7:40:00 AM - Incident# 2849332 (0 lost trips, 6 lost minutes)

Sick Car Cut Out

Train 202

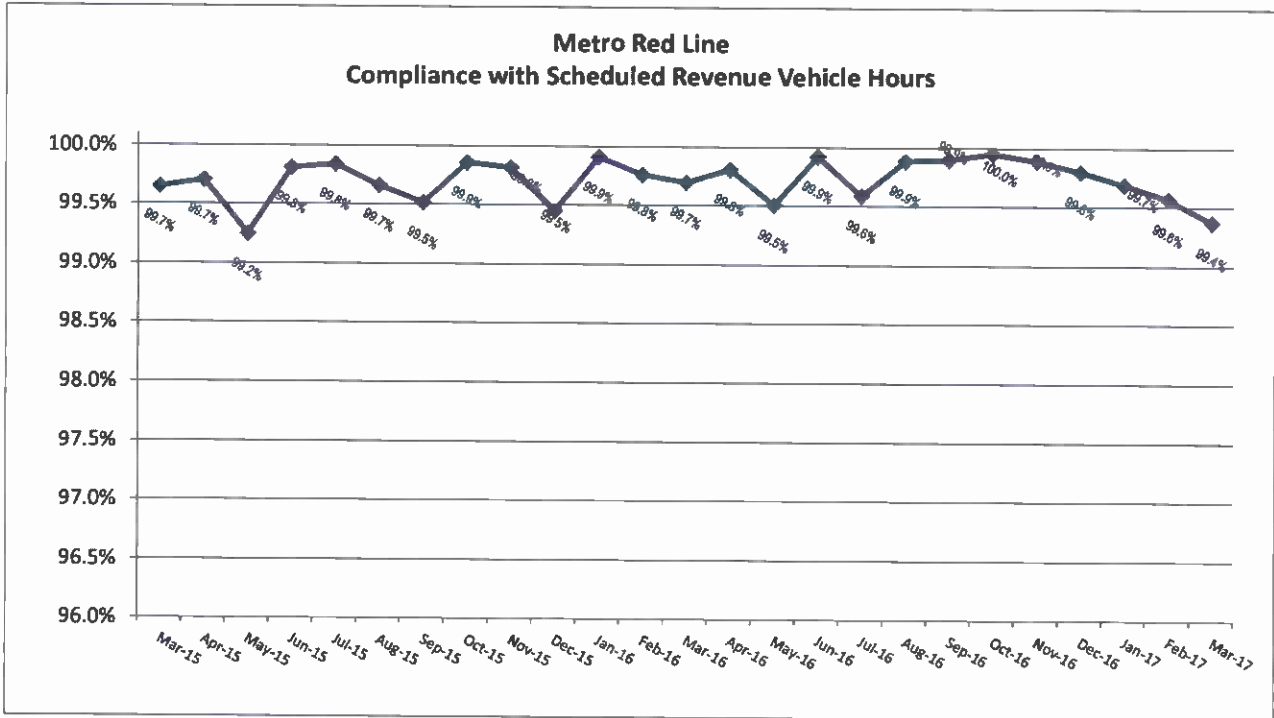
T-364

Cars 519-526-505-(506)

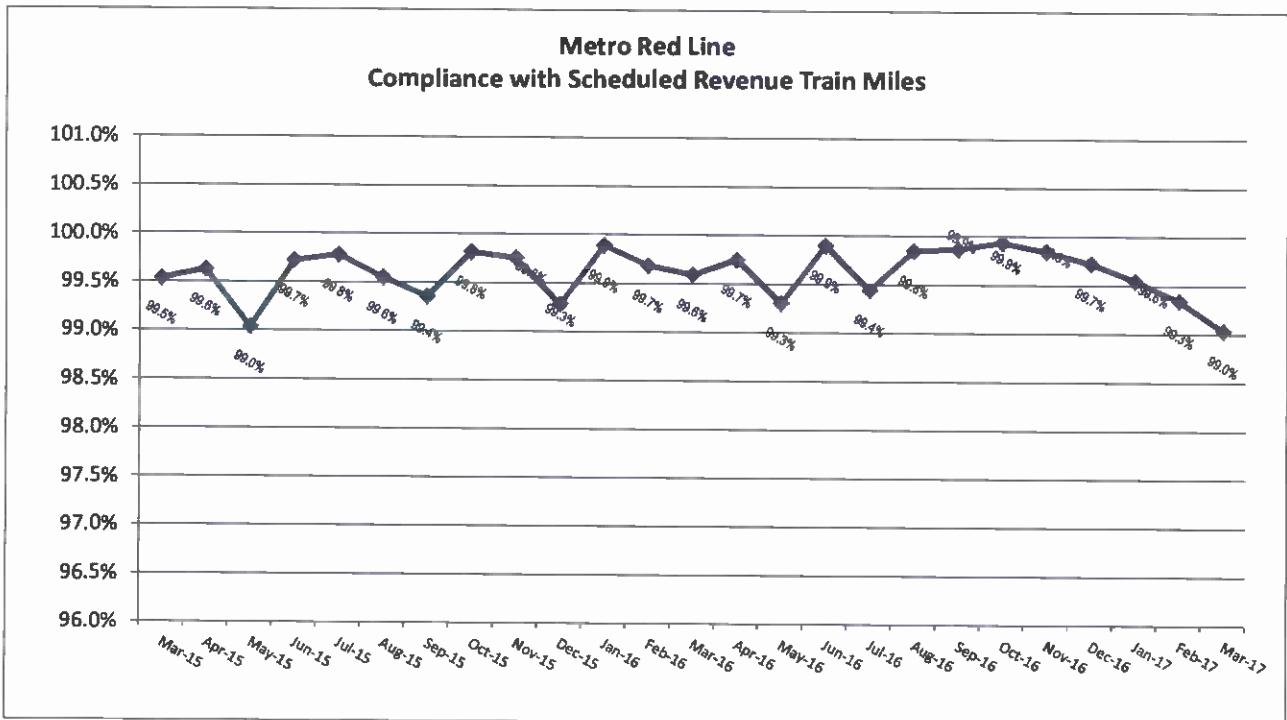
Wilshire Western BR East

MEASURES OF THE OVERALL SERVICE IMPACT OF RAIL INCIDENTS

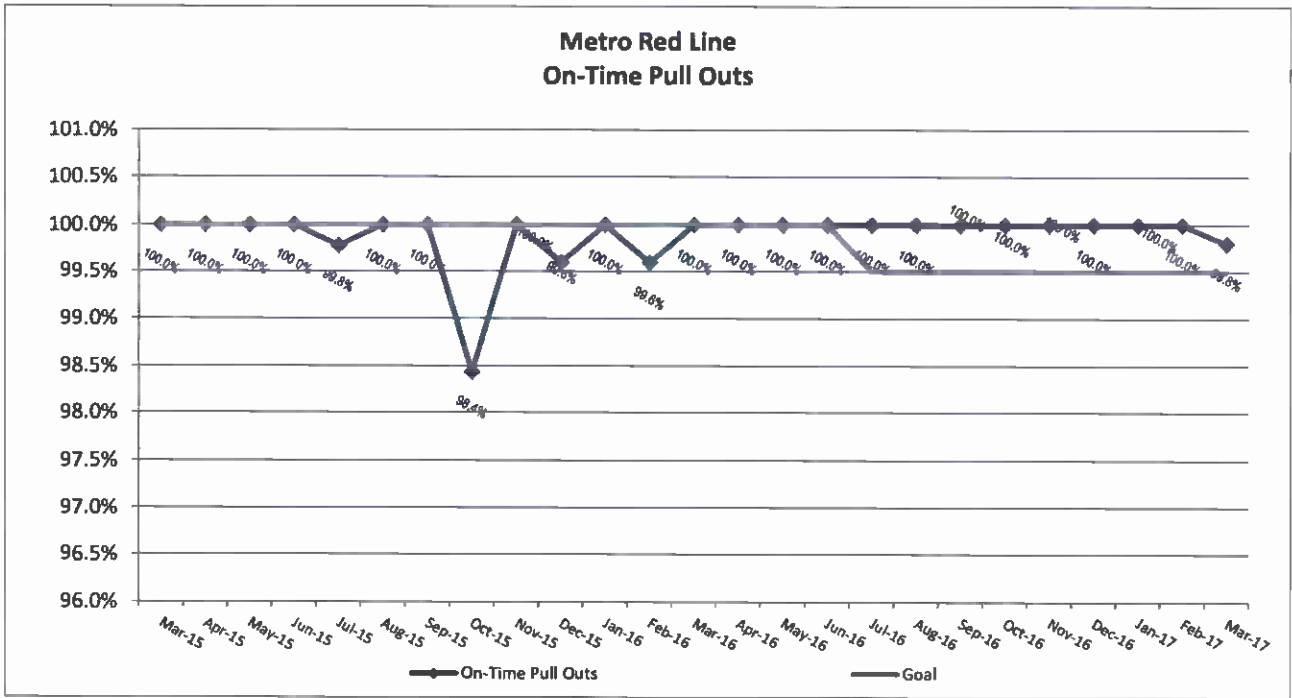
COMPLIANCE WITH SCHEDULED VEHICLE HOURS CHART



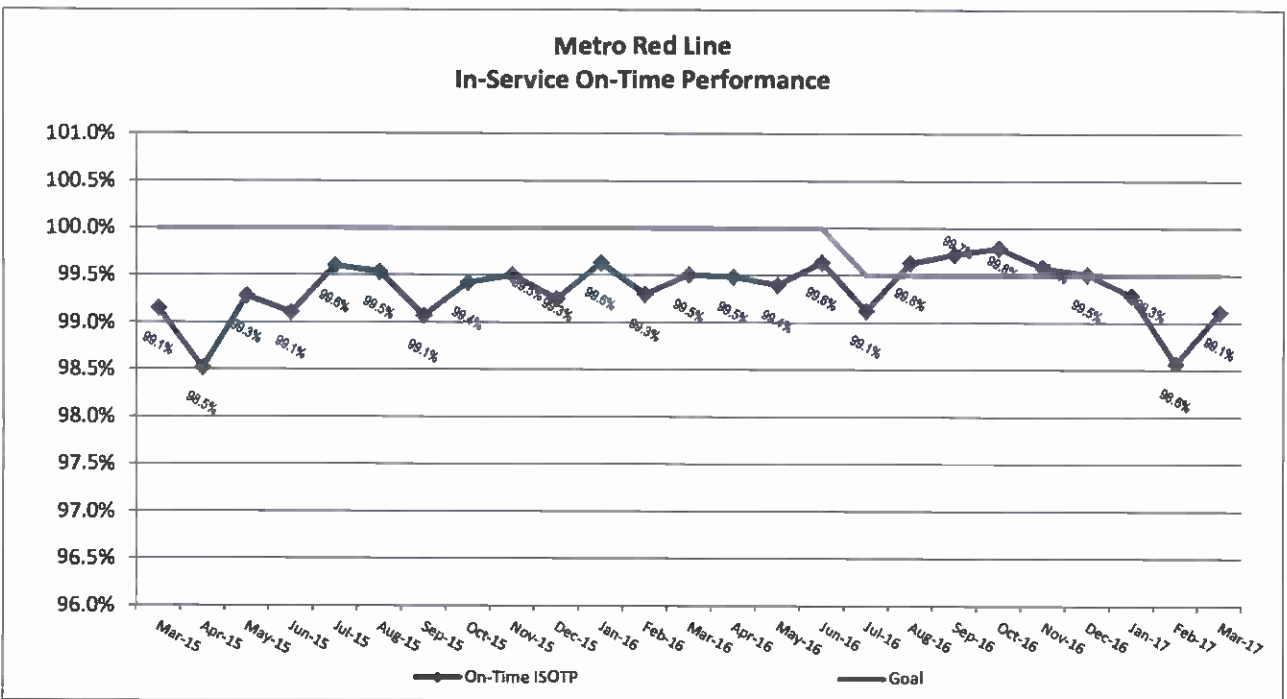
COMPLIANCE WITH SCHEDULED TRAIN MILES CHART



ON-TIME PULL OUTS CHART

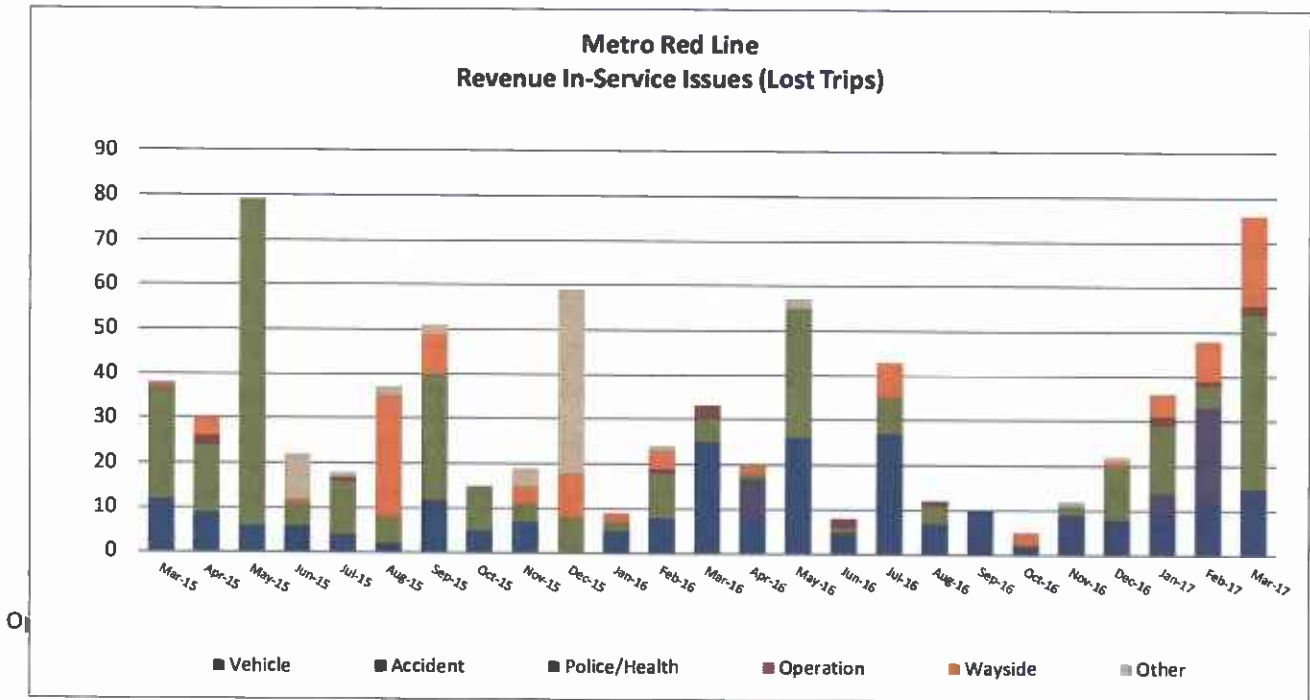


IN-SERVICE ON-TIME PERFORMANCE CHART



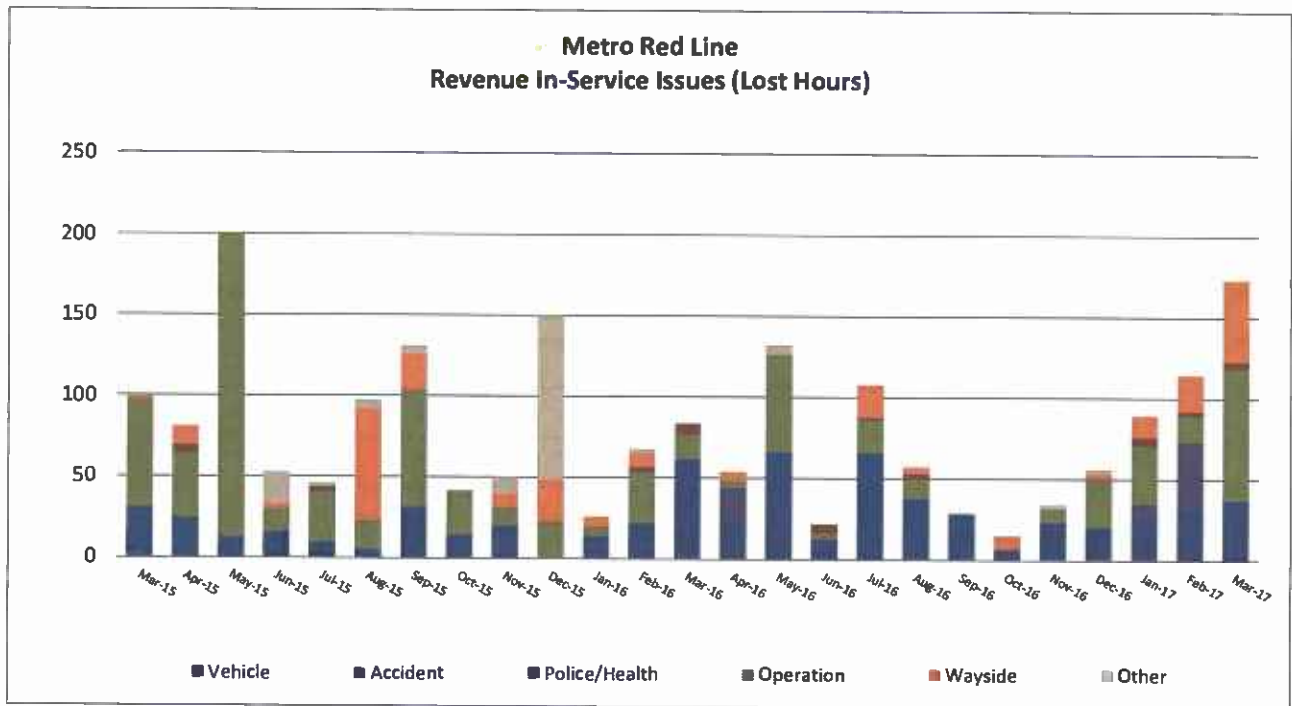
LOST TRIPS

Metro Red Line
Revenue In-Service Issues (Lost Trips)

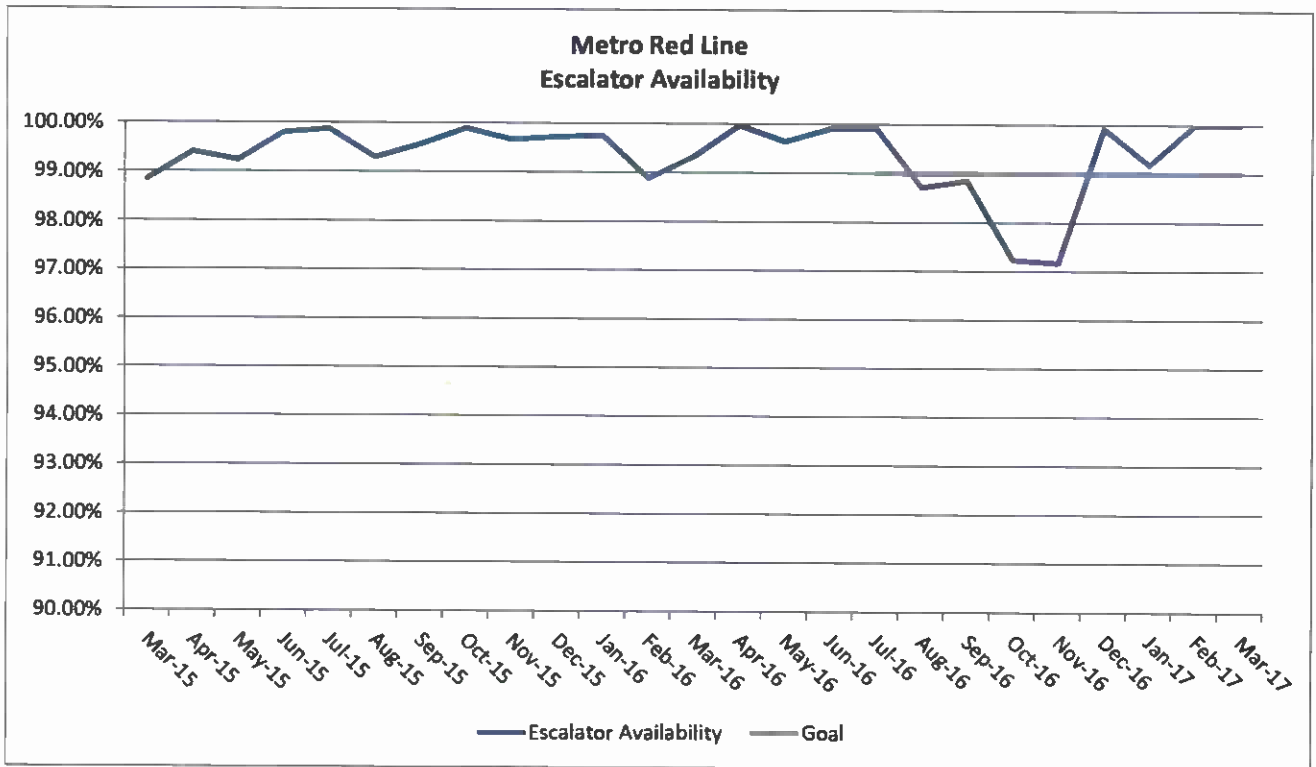
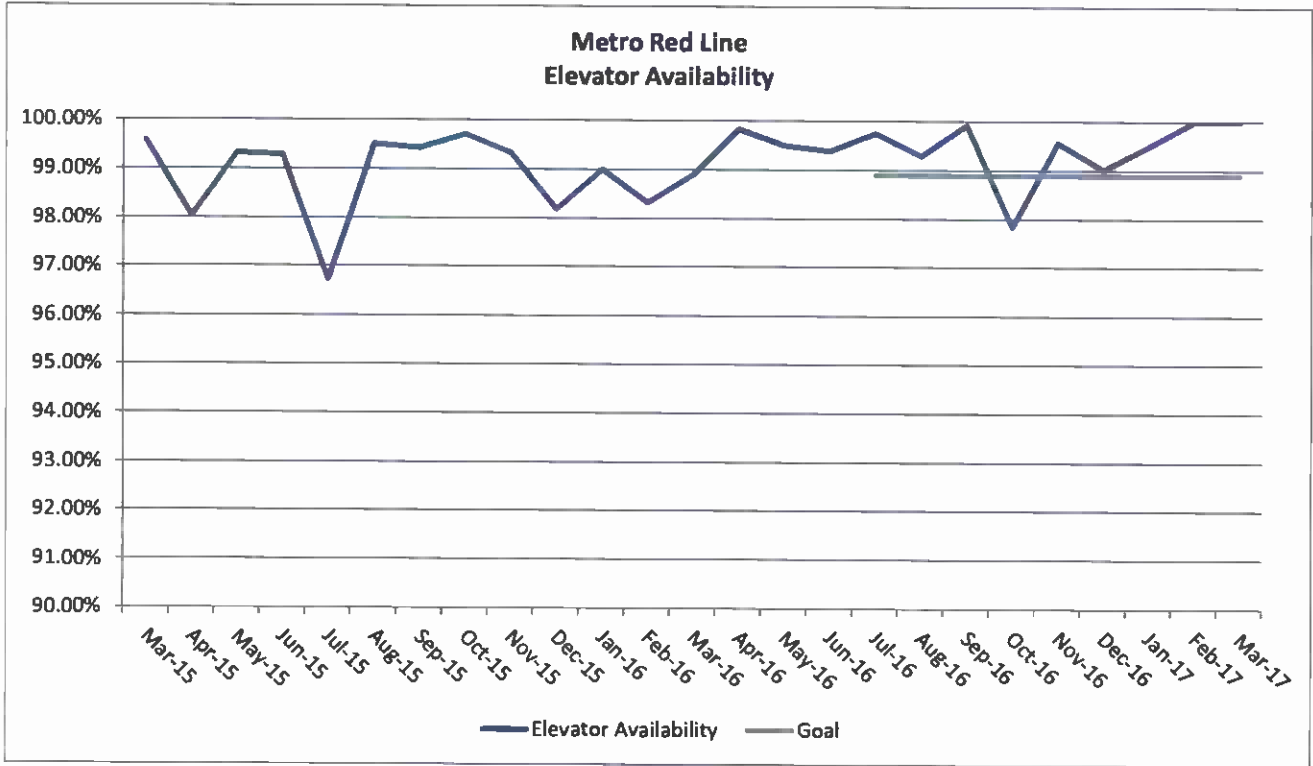


LOST TRIPS

Metro Red Line
Revenue In-Service Issues (Lost Hours)



VERTICAL TRANSPORTATION AVAILABILITY



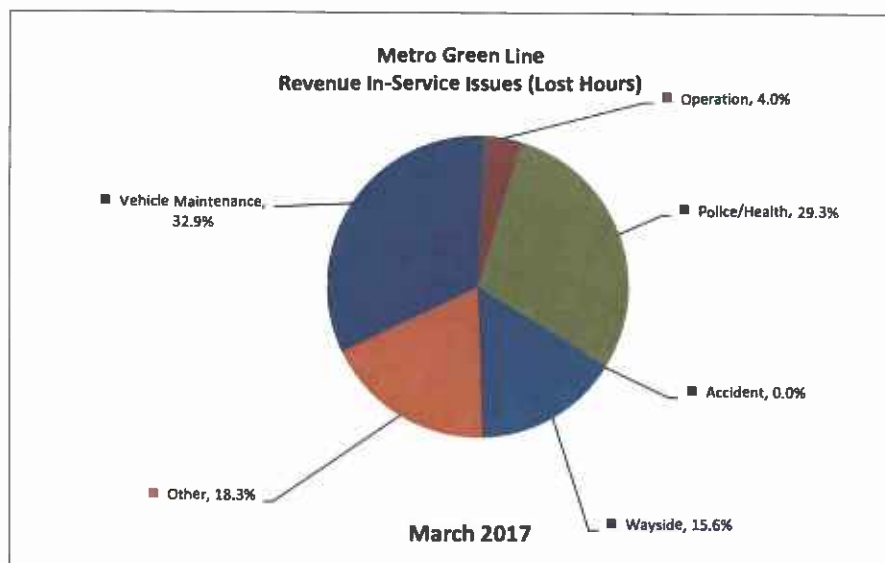
GREEN LINE

Out of a total of 8,494 hours operated, there were approximately 43 total hours of service delays.

March 2017 Service Hours *	Revenue	
	Hours	Percent
Revenue Hours without Delays	8,452	99.5%
Cancelled + Delayed Hours	43	0.5%
Total Revenue Hours	8,494	100.0%

Summary of the major contributors:	Count	Hours	Percent
Operations	3	1.7	4.0%
Accidents	0	0.0	0.0%
Vehicle Maintenance	26	14.0	32.9%
Wayside	3	6.7	15.6%
Police & Health	11	12.5	29.3%
Other	3	7.8	18.3%
Total	46	42.6	100.0%

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



March 2017 Green Line major delay contributors were as follows:

Operations Incidents:

3/5/2017 8:29:00 AM - Incident# 2841438 (0 lost trips, 15 lost minutes)

Train Delay (pink Letter M-238) Single track operations

R-050

Marine to El Segundo Interlocking

3/15/2017 10:09:00 PM - Incident# 2845484 (1 lost trip, 78 lost minutes)

MT-140, MT-121 and MT-136 will operate hi-rail train 99 to El Segundo Station track 1 to perform padding removal.

3/31/2017 6:33:00 AM - Incident# 2851064 (0 lost trips, 8 lost minutes)

Operator T-20 was not onboard the train at scheduled departure time. Train 334 scheduled departure is 06:25 hours. Train departed at 06:33 hours.

Vehicle Maintenance Incidents:

3/1/2017 5:34:00 PM - Incident# 2840227 (0 lost trips, 5 lost minutes)

Propulsion / Dynamic Brakes, (203A)-209

Train #336

T-064

Wilmington Station, Track #002, Eastbound.

3/5/2017 7:42:00 AM - Incident# 2841428 (0 lost trips, 16 lost minutes)

Auto Train Protection (Speed Limit), cars # (210A)-243

Train #335

T-279

Marine Station, Track #002, Eastbound.

3/7/2017 7:07:00 AM - Incident# 2842087 (0 lost trips, 5 lost minutes)

Car 219 propulsion fault with speed restriction

T-210

Train 341

Norwalk Station track 1 Westbound

Consist 211-219

3/7/2017 11:29:00 PM - Incident# 2842471 (2 lost trips, 132 lost minutes)

Lost air pressure. No movement.

Train 343

T-278

Track 2, E/B

Douglas Station

ATO/MTO modes

(211B)

3/8/2017 3:35:00 PM - Incident# 2842804 (0 lost trips, 6 lost minutes)

Propulsion fault

Car 220

train 336

T-070

Hawthorne Station

3/10/2017 6:31:00 AM - Incident# 2843378 (0 lost trips, 6 lost minutes)

Train 341 with operator T-140 reports propulsion/ Friction brake faults at Marine station platform 1. Lead car 221A with 224.

3/12/2017 9:03:00 AM - Incident# 2843984 (0 lost trips, 5 lost minutes)

ATP failure with an emergency brake application.

Train # 331

T-344

Cars #(202-A)-203

W/Bound Norwalk Station Track-1.

3/12/2017 10:20:00 AM - Incident# 2843999 (0 lost trips, 4 lost minutes)

Consist overshot the platform while operating in ATO Mode.

Train # 333

T-343

Cars #(218-A)-207

W/Bound Lakewood Station Track-1.

3/13/2017 12:50:00 PM - Incident# 2844409 (1 lost trip, 69 lost minutes)

Propulsion / Dynamic Brakes, car #(224B)-227

Train #331

T-105

Norwalk Station, Track #001, Westbound.

3/13/2017 3:31:00 PM - Incident# 2844492 (0 lost trips, 8 lost minutes)

Operator reports a non-clearing propulsion with speed restrictions.

Cars 215, 220

Train 334

T-235

Norwalk, TRk 1, westbound

3/14/2017 6:12:00 PM - Incident# 2845026 (1 lost trip, 70 lost minutes)

Propulsion Fault / Speed Restriction

212-202

Train 344

T-450

Lakewood, westbound

3/15/2017 6:33:00 AM - Incident# 2845160 (4 lost trips, 272 lost minutes)

ATP Fail Fault. No movement.

Train 341

T-140

Track 2, E/B

Marine Station

ATO/ MTO modes

(218A)-212

3/16/2017 2:13:00 PM - Incident# 2845776 (0 lost trips, 5 lost minutes)

Prop faults with Speed Restriction

T-140

Train-332

Consist (210)219

Hawthorne Station, Eastbound, Track #2

3/17/2017 11:33:00 PM - Incident# 2846354 (0 lost trips, 13 lost minutes)

No Cab Signal on car 243A

Train 346

Norwalk Station Westbound Track #1.

T-85

(243A)

3/18/2017 11:39:00 AM - Incident# 2846431 (0 lost trips, 11 lost minutes)

Consist fails to proceed in Manual Operation Mode due to a faulty manual controller problem and cars not communicating.

Train # 333

T-064

Cars # 203-(225-B).

E/Bound Hawthorne Station Track #2.

3/20/2017 6:35:00 AM - Incident# 2846859 (1 lost trip, 66 lost minutes)

Excessive Spin Slide / Propulsion Fault

(211)-207

Train 333

T-20

Vermont Station, westbound

3/21/2017 7:16:00 AM - Incident# 2847279 (0 lost trips, 19 lost minutes)

Overspeed in ATO / Flats

(208)B-213

Train 335

T-64

Long Beach Station, westbound

3/25/2017 11:08:00 PM - Incident# 2849064 (0 lost trips, 8 lost minutes)

No Cab Signal / No Movement

(227A)-220

Train 334

T-141

Marine Station, eastbound

3/27/2017 5:05:00 AM - Incident# 2849236 (0 lost trips, 6 lost minutes)

ATP Failure on car 208

(208)-216

T-57

Marine Station Track #2 Eastbound

3/28/2017 8:29:00 AM - Incident# 2849837 (0 lost trips, 6 lost minutes)

Car 243B 3/4 doors are cut out
T-344
Train-341
Consist-(243A)217
Norwalk Station,

3/28/2017 10:50:00 AM - Incident# 2849896 (0 lost trips, 6 lost minutes)

Car 243B 3/4 doors are cut out
T-344
Train-341
Consist-(243A)217
Norwalk Station, Track #1, Westbound

3/28/2017 1:38:00 PM - Incident# 2849981 (0 lost trips, 12 lost minutes)

Car 217 doors will not open/Prop Fault.
T-105
Train 331
Cars (217-207)
Douglas Station, Track 1, westbound.

3/29/2017 6:47:00 AM - Incident# 2850207 (0 lost trips, 10 lost minutes)

Some doors are not opening.
Train 333
T-44
Track 1, W/B
Mariposa Station
ATO and MTO modes
(220)-209

3/30/2017 9:36:00 AM - Incident# 2850772 (0 lost trips, 10 lost minutes)

Self applying brakes/no movement on car 211
T-140, train 333
(211A)-219
Marine, track 2, east

3/30/2017 5:55:00 PM - Incident# 2850930 (0 lost trips, 7 lost minutes)

Propulsion Fault on car 206
Train 337
(206)-216
T-409
Norwalk Station Track #1.

3/31/2017 6:12:00 AM - Incident# 2851051 (1 lost trip, 64 lost minutes)

No cab signal.
Train 340
T-64
Track 1, W/B
Norwalk Station
ATO and MTO modes
(226B)-21g

Wayside Incidents:

3/9/2017 9:30:00 AM - Incident# 2842995 (0 lost trips, 12 lost minutes)
OCS Inspection: Marine BP to El Segundo IL, track 2

3/10/2017 5:39:00 PM - Incident# 2843655 (0 lost trips, 5 lost minutes)
All breakers from Lakewood to Norwalk show open

3/18/2017 6:01:00 PM - Incident# 2846514 (6 lost trips, 383 lost minutes)
Train 332 reported Loss of Traction Power at Lynwood Interlocking Eastbound Track #2.
(224)-220
T-71

Police & Health Incidents:

3/2/2017 9:27:00 PM - Incident# 2840733 (0 lost trips, 18 lost minutes)
LASD held Train 344 at Harbor Station for possible Robbery Suspect.
Train 344
(211)-244
Harbor Station Westbound Track #1.
T-294

3/6/2017 6:12:00 AM - Incident# 2841640 (0 lost trips, 9 lost minutes)
Train 338 was delayed due to sleeper(s) security sweep at Willowbrook Station westbound.

3/10/2017 11:03:00 AM - Incident# 2843486 (1 lost trip, 66 lost minutes)

Train operator on train 334 contacted ROC stated individual with open wounds on train. T-496 and car 219

3/10/2017 8:25:00 PM - Incident# 2843696 (0 lost trips, 13 lost minutes)

LASD reports receiving a call regarding a person with a machete

Train 343

T-55

209(211)

Track 2

Westbound

Long Beach station

3/12/2017 11:43:00 PM - Incident# 2844117 (0 lost trips, 10 lost minutes)

Train Operator reported that a Black Male was harassing a Hispanic Female on Train 351.

T-48

215

Crenshaw Station Track #1.

3/13/2017 1:04:00 PM - Incident# 2844414 (0 lost trips, 15 lost minutes)

Assault, Cars #(216A)-223

Train #333

T-057

Long Beach Station, Track #002, Eastbound

3/13/2017 5:20:00 PM - Incident# 2844560 (1 lost trip, 83 lost minutes)

Lakewood, Long Beach/LASD requested a hold for a robbery.

Operator notified control an African-American female alleges she was threatened by another passenger.

Train 346 operated by T-396 reports an individual is requesting medical attention onboard at Aviation Station.

3/17/2017 7:49:00 AM - Incident# 2846079 (0 lost trips, 5 lost minutes)

Sick passenger onboard Train 334 at Norwalk

Train 334, Track 1, Norwalk Station

Inside LRV 223 B

3/24/2017 2:44:00 PM - Incident# 2848753 (7 lost trips, 451 lost minutes)

LASD reports police activity at Hawthorne station, by pass the station.

3/30/2017 9:03:00 PM - Incident# 2850953 (0 lost trips, 10 lost minutes)

LASD reported that a Possible Suicidal Person wanted to jump into the Tracks at Harbor Station.

Train 339

T-141

(225)-217

Harbor Station Eastbound Track #2.

Other incidents:

3/2/2017 3:55:00 AM - Incident# 2840322 (5 lost trips, 329 lost minutes)

No operator for alpha "F".

3/7/2017 6:06:00 AM - Incident# 2842065 (0 lost trips, 6 lost minutes)

LASD held train at El Segundo station to remove sleeping patron from car 210

Train 337

T-79

El Segundo Station Track 2 Eastbound

3/28/2017 6:28:00 AM - Incident# 2849725 (2 lost trips, 132 lost minutes)

Late pull out due to a broken right side mirror on car 243A

Green lin yard controller R-158

Train 341

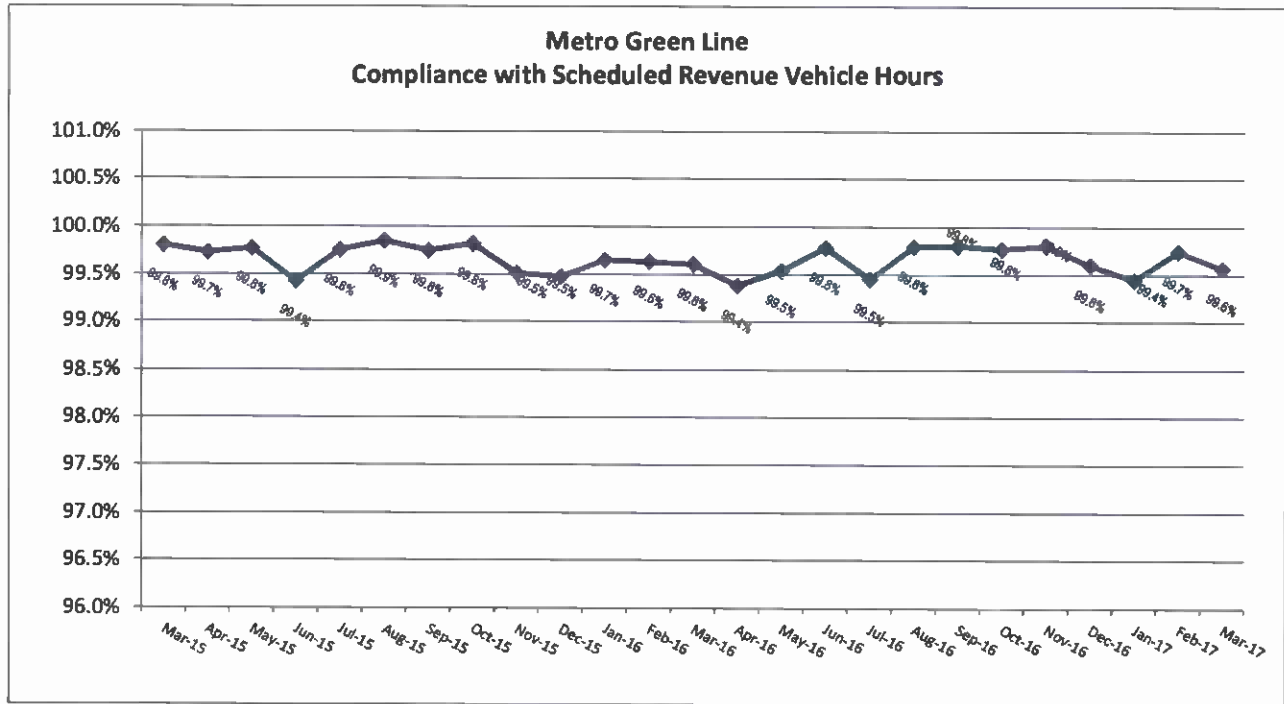
T-140

Green Line yard

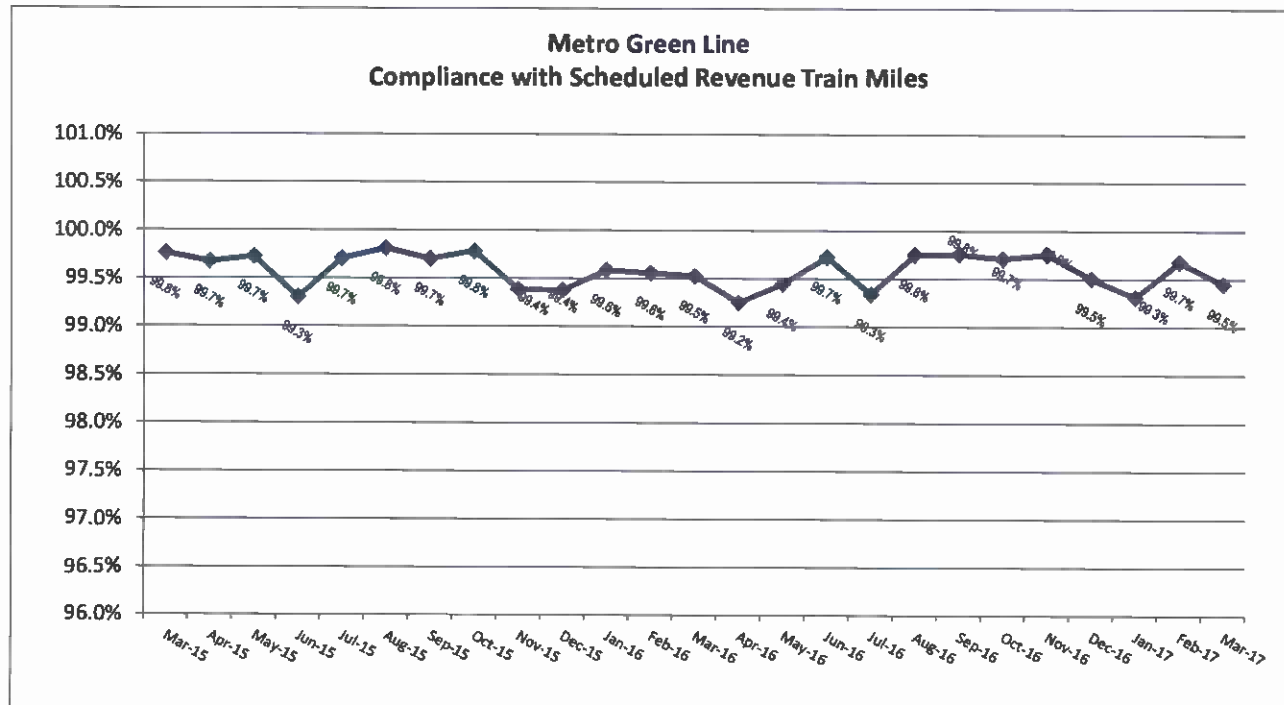
Consist 243-217

MEASURES OF THE OVERALL SERVICE IMPACT OF RAIL INCIDENTS

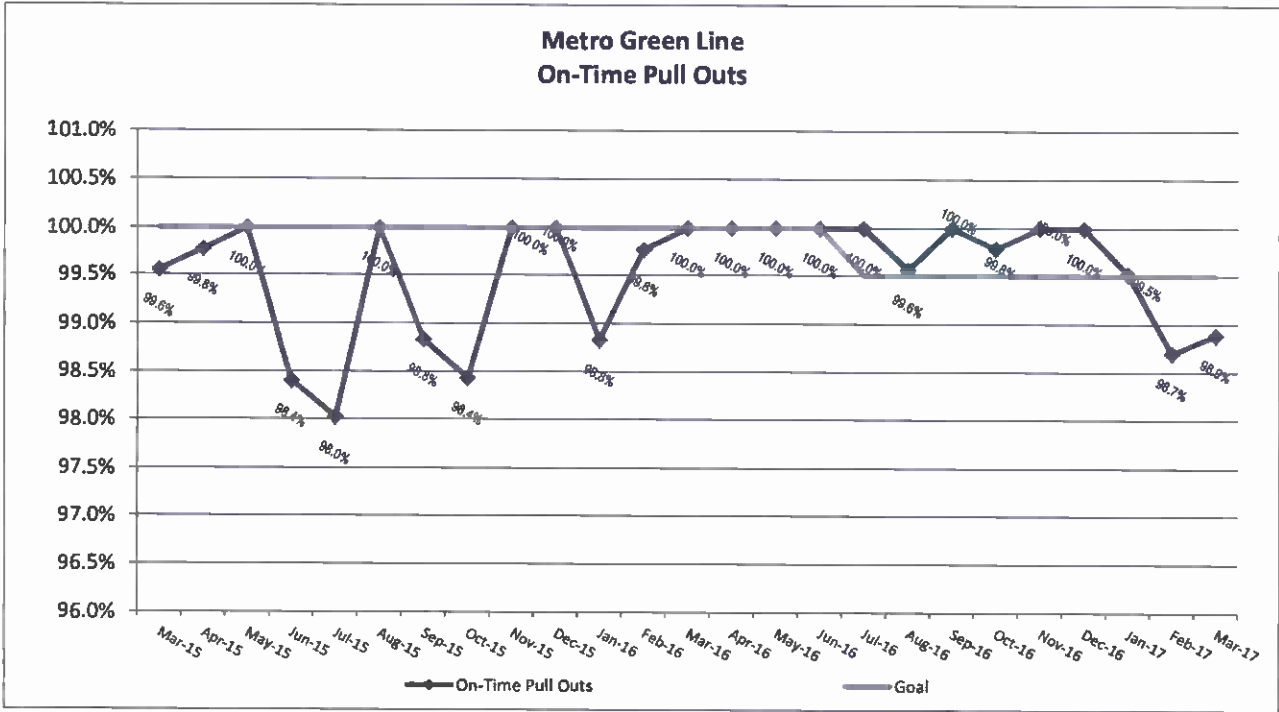
COMPLIANCE WITH SCHEDULED VEHICLE HOURS CHART



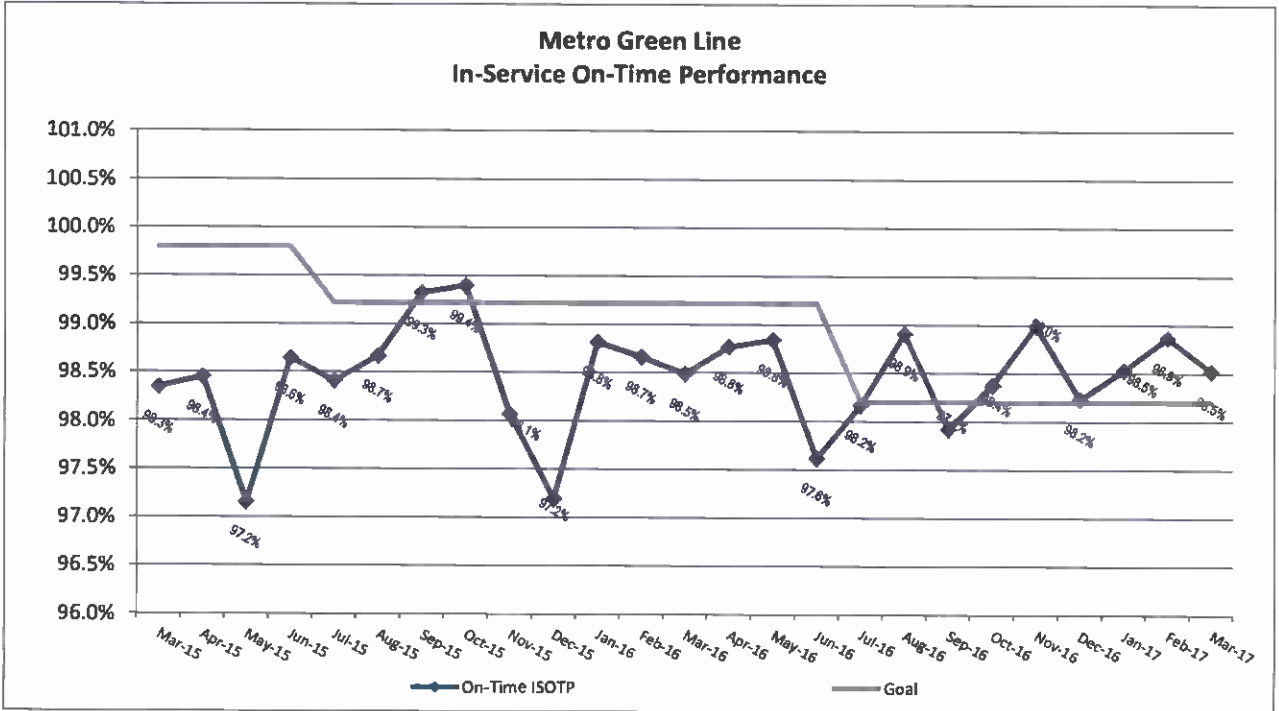
COMPLIANCE WITH SCHEDULED TRAIN MILES CHART



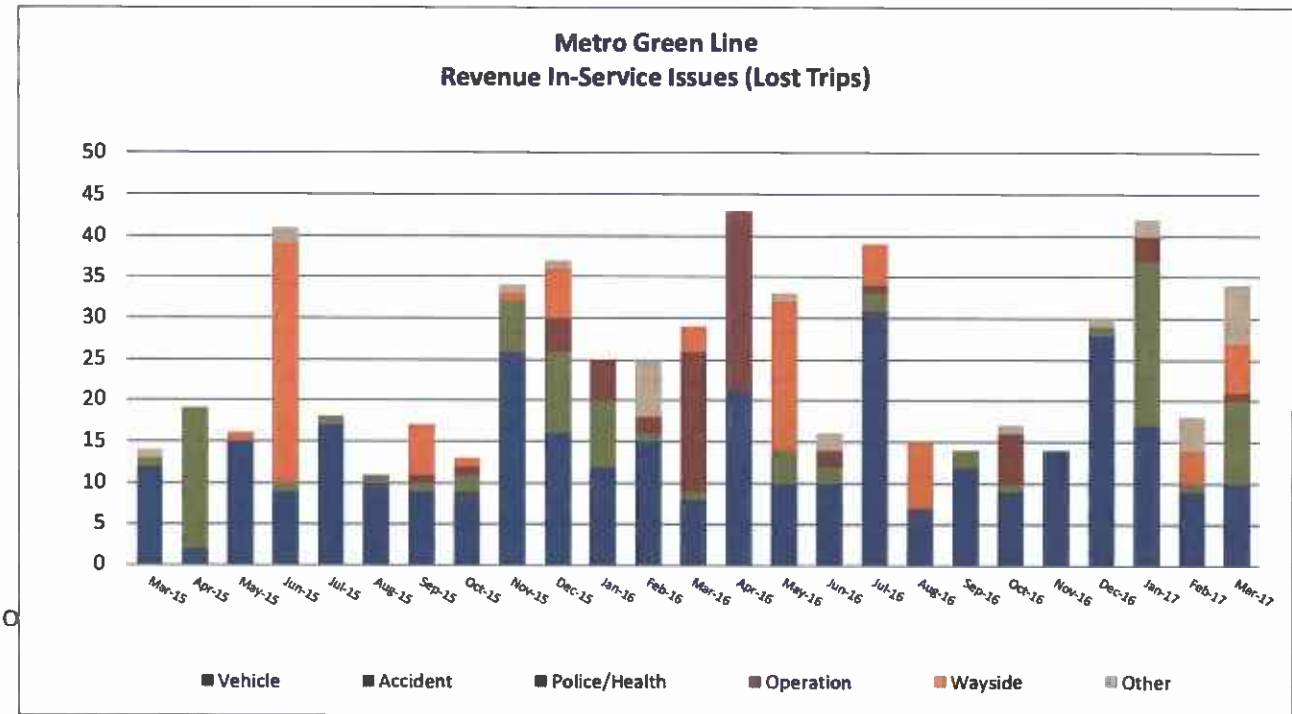
ON-TIME PULL OUTS CHART



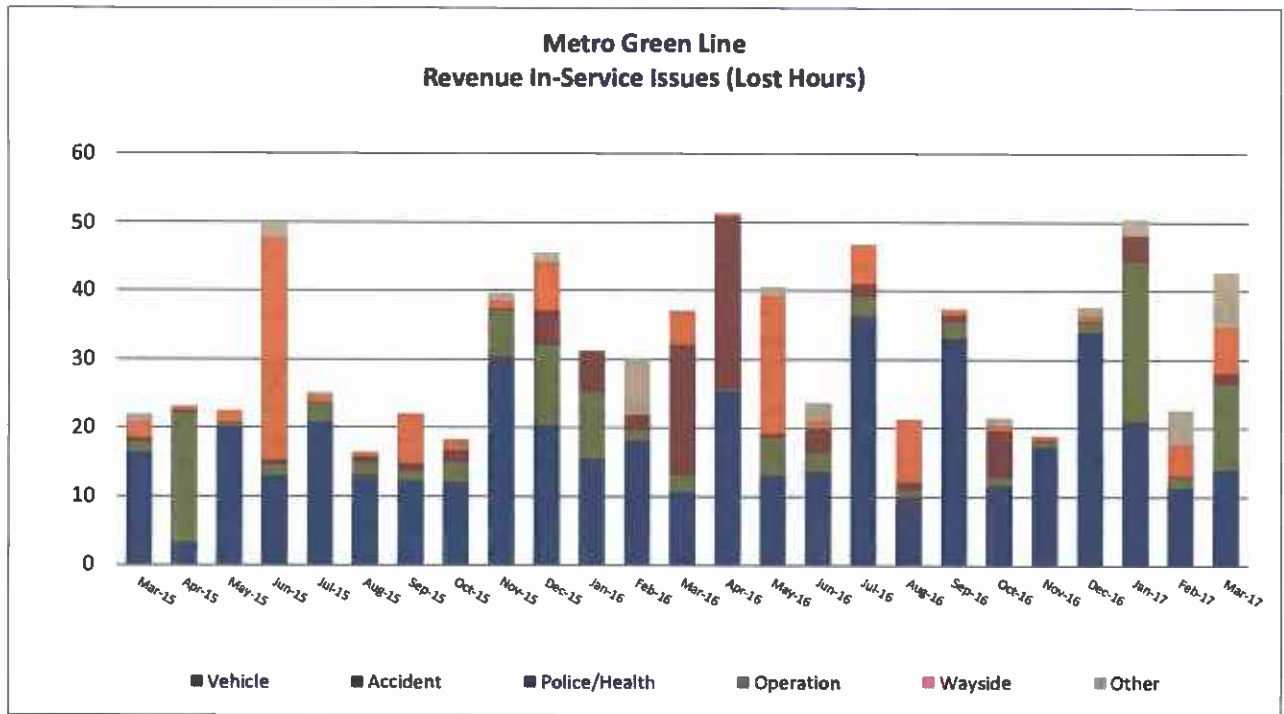
IN-SERVICE ON-TIME PERFORMANCE CHART



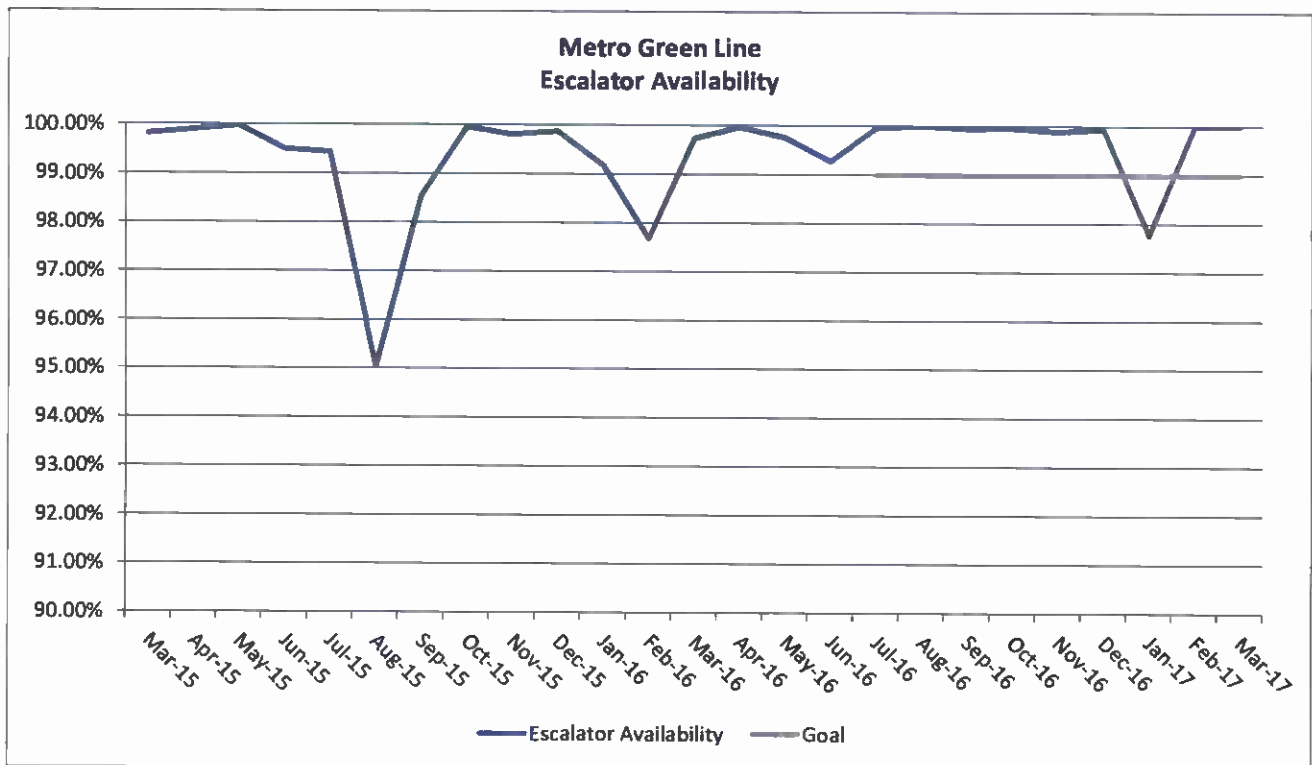
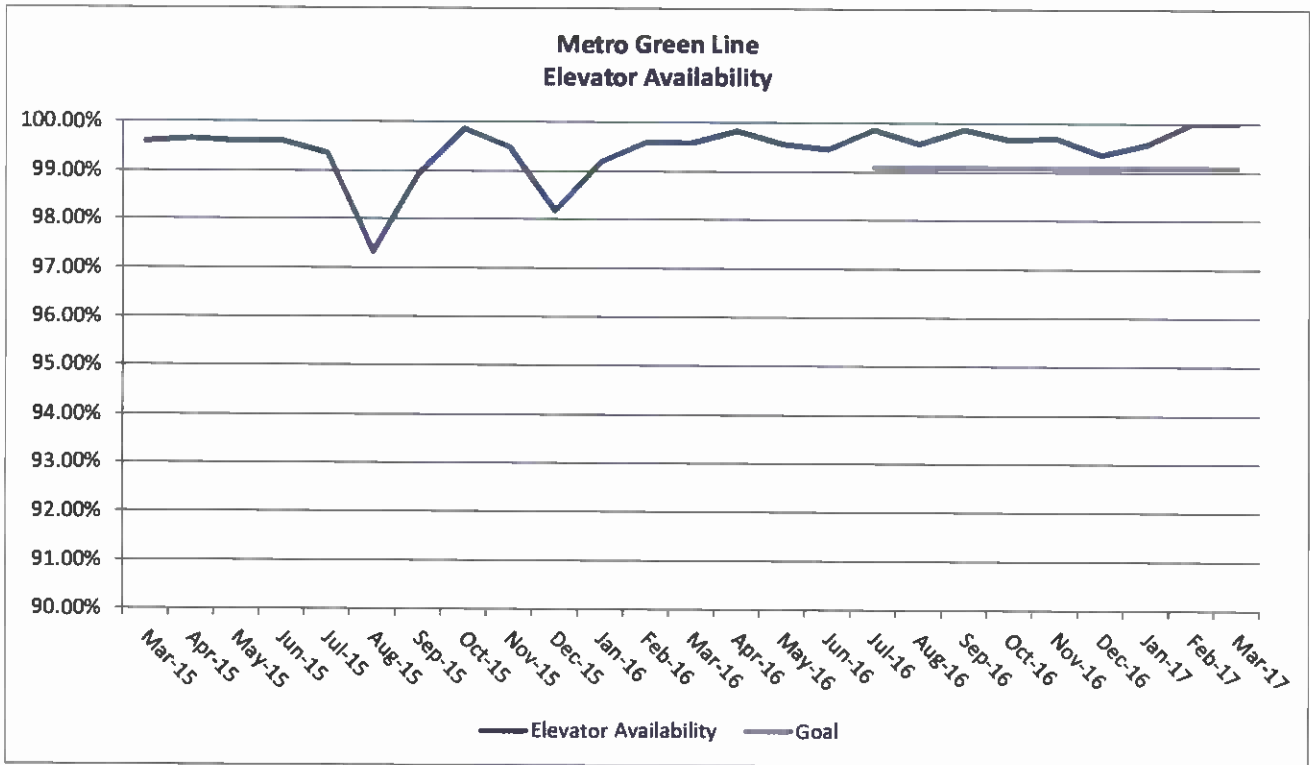
LOST TRIPS



LOST HOURS



VERTICAL TRANSPORTATION AVAILABILITY



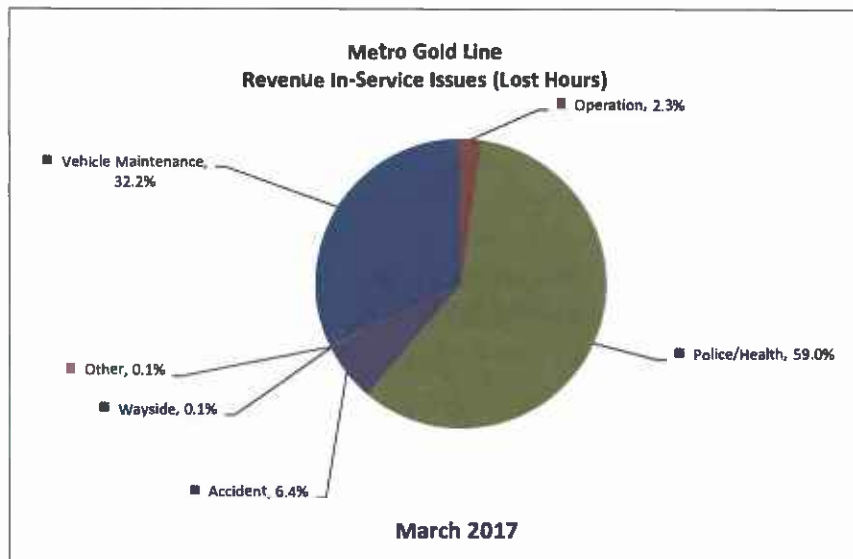
GOLD LINE

Out of a total of 20,786 hours operated, there were approximately 194 total hours of service delays.

March 2017 Service Hours *	Revenue	
	Hours	Percent
Revenue Hours without Delays	20,592	99.1%
Cancelled + Delayed Hours	194	0.9%
Total Revenue Hours	20,786	100.0%

Summary of the major contributors:	Count	Hours	Percent
Operations	5	4.5	2.3%
Accidents	2	12.4	6.4%
Vehicle Maintenance	27	62.5	32.2%
Wayside	1	0.2	0.1%
Police & Health	12	114.6	59.0%
Other	1	0.2	0.1%
Total	48	194.4	100.0%

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



March 2017 Gold Line major delay contributors were as follows:

Operations Incidents:

3/8/2017 9:32:00 AM - Incident# 2842580 (0 lost trips, lost minutes)
Temporary Letter Emergency Schedule for single tracking between Del Mar IL to Indiana IL. Schedule adjustment by ROC Controller two minutes @ Atlantic Station.

3/8/2017 3:53:00 PM - Incident# 2842633 (0 lost trips, 17 lost minutes)
Due to single tracking between Del Mar IL and Indiana
Train 407
T-304
northbound
Allen

3/10/2017 4:43:00 PM - Incident# 2843664 (1 lost trip, 239 lost minutes)
T-180 violated Rule# 4351 Signal Overrun at 45 Ditman Interlocking, Track 2, southbound.
Train 426
Cars (724B)-740

3/17/2017 9:34:00 AM - Incident# 2846114 (0 lost trips, 8 lost minutes)
Track Allocation (pink letter M-258)
TP-121
Indiana 2N and South West Museum 2S.

3/27/2017 5:48:00 AM - Incident# 2849243 (0 lost trips, 6 lost minutes)
T-36 on Alpha BG departed 6 min late from APU.

Accidents:

3/9/2017 8:30:00 AM - Incident# 2842998 (1 lost trip, 245 lost minutes)
Auto vs. Train, cars # (716A)-725-735
Train #414
T-338
3rd Street and Woods, Track #002, Southbound.

3/14/2017 2:57:00 PM - Incident# 2844944 (2 lost trips, 497 lost minutes)
Train vs Auto, 10-73, 718(715B).
Temple Street
Train #432, T-156, track #2, southbound.

Vehicle Maintenance Incidents:

3/1/2017 6:48:00 AM - Incident# 2839913 (1 lost trip, 248 lost minutes)
No movement friction brakes wont release on car 732
T-159
Tk 1 NB Downey Road
732-736-747

3/3/2017 5:47:00 AM - Incident# 2840799 (0 lost trips, 9 lost minutes)
Propulsion / Dynamic Brakes
T-477
Train 455
LRV 703-701
Maravilla Station, Track1, northbound.

3/3/2017 2:48:00 PM - Incident# 2841094 (0 lost trips, 10 lost minutes)
Cars (717-743) majo/minor prop faults/friction brakes faults, no movement.
T-91
Train 402
Del Mar Station, Track 2, southbound.

3/5/2017 11:23:00 AM - Incident# 2841468 (0 lost trips, 12 lost minutes)
Auto Train Protection (Speed Limit)
T-493
Train 409
LRV 730 (722) 726
Allen Station, Track 2, southbound.

3/5/2017 2:17:00 PM - Incident# 2841504 (0 lost trips, 10 lost minutes)

B/D Windshield wiper
T-100
Train 409
LRV (1013B) 1012 1011
Allen Station, Track 2, southbound.

3/6/2017 5:15:00 AM - Incident# 2841614 (0 lost trips, 10 lost minutes)

No head lights on car 726
T-451
Train 415
SB Track 2 Downtown Azusa station
726-722-730

3/6/2017 6:59:00 AM - Incident# 2841657 (0 lost trips, 20 lost minutes)

No propulsion reported on car 706
T-280
Train 455
Track 1 NB Atlantic station
706-709

3/6/2017 6:57:00 PM - Incident# 2841950 (1 lost trip, 241 lost minutes)

Master Controller is loose on consist (713A)733, unable to proceed northbound.
South Pasadena Station
Train #408, T-263, track #1, northbound.

3/7/2017 2:05:00 PM - Incident# 2842330 (1 lost trip, 241 lost minutes)

Door faults on both cars 734-750
Train 402
T-305
Northbound
Southwest Museum

3/8/2017 8:14:00 PM - Incident# 2842870 (1 lost trip, 240 lost minutes)

Operator reports of sluggish movement
Train 407
T-196
(716)715
Civic Ctr., Trk. 1, northbound

3/9/2017 9:35:00 AM - Incident# 2843034 (0 lost trips, 15 lost minutes)

Train to Wayside Comm, cars #1057-1006
Train #404
T-317
Allen Station, Track #001, Northbound

3/10/2017 4:26:00 PM - Incident# 2843667 (0 lost trips, 8 lost minutes)

Car 743 ATP Failure, no movement.
T-429
Train 452
Cars (743)-733
Citrus Station, Track 2, southbound.

3/10/2017 4:27:00 PM - Incident# 2843666 (2 lost trips, 484 lost minutes)

Car 1058-1010 Pantographs going up/down on it self.
T-501
Train 404
Cars (1058-1010)
Indiana Station, Track 2, southbound.

3/13/2017 7:36:00 AM - Incident# 2844269 (0 lost trips, 7 lost minutes)

Door issues on car 740A 7 and 8
Train 415
T-317
SB Tk 2 Arcadia station
732-750-740

3/15/2017 6:24:00 AM - Incident# 2845154 (0 lost trips, 6 lost minutes)

Friction Brakes would not release on 721
Train 417
T-77
Track 2 NB departing Atlantic
726-721

3/17/2017 6:24:00 AM - Incident# 2846041 (1 lost trip, 240 lost minutes)

Operator reports of propulsion faults

Train 418

T-019

(1057)1006

Chinatown Station, trk. 2, southbound

3/22/2017 5:43:00 PM - Incident# 2848020 (1 lost trip, 246 lost minutes)

Operator reports Propulsion fault with restriction Speed, 35 mph.

Cars: 1012 (1058) 1056.

Train 428, Fillmore Station, Northbound TK 1.

T-447.

3/23/2017 12:54:00 PM - Incident# 2848293 (1 lost trip, 249 lost minutes)

Propulsion / Dynamic Brakes, cars #703-705

Train #452

T-154

Indiana Station, Track #001, Northbound.

3/25/2017 2:13:00 PM - Incident# 2848978 (0 lost trips, 5 lost minutes)

Auto Train Operation, cars #(1012A)-1057

Train #413

T-066

Arcadia Station, Track #001, Northbound.

3/25/2017 5:03:00 PM - Incident# 2849021 (1 lost trip, 224 lost minutes)

Propulsion / Dynamic Brakes, Cars #(717A)-743

Train #402

T-232

Downtown Azusa, Track #002, Southbound

3/26/2017 4:23:00 AM - Incident# 2849076 (0 lost trips, 12 lost minutes)

Operator reports of rail car (717A) not engaging in Stree Run Territory.

Train 401

T-216

(717A)718

Civic Center, Trk. 1, northbound

3/28/2017 5:44:00 AM - Incident# 2849735 (1 lost trip, 245 lost minutes)

Propulsion fault 701B

T-178

Train 452

Tk 2 SB Soto Station

710-701

3/29/2017 4:53:00 AM - Incident# 2850167 (1 lost trip, 240 lost minutes)

Prop Fault with a speed restriction all 3 cars

T-248

Train 413

Tk 1 NB Duarte Station

1005-1009-1010

3/30/2017 3:11:00 PM - Incident# 2850866 (0 lost trips, 7 lost minutes)

T-470 reports train 40B cars 1013-1059, at Atlantic Station, platform 1, heading Northbound has no movement with alarms and no indications (only audible).

3/30/2017 7:18:00 PM - Incident# 2850940 (0 lost trips, 3 lost minutes)

Friction Brakes

Train 422

T-304

718-707

Southbound, Track 1 Azusa station.

3/31/2017 5:10:00 PM - Incident# 2851297 (1 lost trip, 243 lost minutes)

Propulsion / Dynamic Brakes, 717-(740-720)

Train #405

T-146

Maravilla Station, Track #001, Northbound.

3/31/2017 7:17:00 PM - Incident# 2851321 (2 lost trips, 477 lost minutes)
Car 1059 prop fault/speed restriction and unknown audible.
T-228
Train 401
Cars (1012)-1006
Monrovia Station, Track 2, southbound.

Wayside Incidents:

3/21/2017 9:44:00 AM - Incident# 2847346 (0 lost trips, 12 lost minutes)
MT-108 performing a walking track inspection from Southwest Museum to Fillmore.

Police & Health Incidents:

3/7/2017 9:04:00 PM - Incident# 2842454 (1 lost trip, 253 lost minutes)
T-160 reports male patron reporting being assaulted on Train 424, Car 1056, (cars 1056, 1058), Soto Station, Track 2, Southbound.

3/15/2017 7:07:00 PM - Incident# 2845459 (0 lost trips, 8 lost minutes)
Protesters blocking Temple Street.

3/18/2017 4:52:00 AM - Incident# 2846372 (2 lost trips, 448 lost minutes)
Train 402 reports person on board requiring medical attention.
Track 2 Indiana station. Car 749

3/20/2017 4:27:00 AM - Incident# 2846765 (0 lost trips, 4 lost minutes)

Operator notified control an African-American female alleges she was threatened by another passenger.

3/20/2017 12:30:00 PM - Incident# 2846999 (1 lost trip, 239 lost minutes)
Patron having seizure unknown car 745-730
Train 407
T-19
Northbound
Ave 55

3/25/2017 12:12:00 AM - Incident# 2848861 (22 lost trips, 4,928 lost minutes)
All Trains Bypassing Soto Station Due to Police Activity/Investigation

3/26/2017 2:21:00 PM - Incident# 2849148 (1 lost trip, 224 lost minutes)
Train 406 (719,728) T-430, Union Station, track 1 reports female individual exited the train and tripped on the platform.

3/27/2017 3:08:00 PM - Incident# 2849560 (2 lost trips, 490 lost minutes)
T-88 reports wheelchair patron fell out of his chair and has a bloody nose. Train 403, cars 750, 747, Union Station, Track 2, Southbound.

3/27/2017 5:42:00 PM - Incident# 2849621 (1 lost trip, 253 lost minutes)
Train 407, cars 741, 735, 721, Del Mar, Track 1, Northbound, T-305 reports passenger laying on floor needing medical attention.

3/29/2017 5:35:00 AM - Incident# 2850171 (0 lost trips, 10 lost minutes)
T-39 reports male Hispanic passenger bleeding from the nose on the train and appears disoriented in car 1056 at Lake Station.

3/29/2017 7:53:00 AM - Incident# 2850224 (0 lost trips, 8 lost minutes)
T-447 reports individual passed out on his train. Tk 2 at South Pasadena Station on car 733.

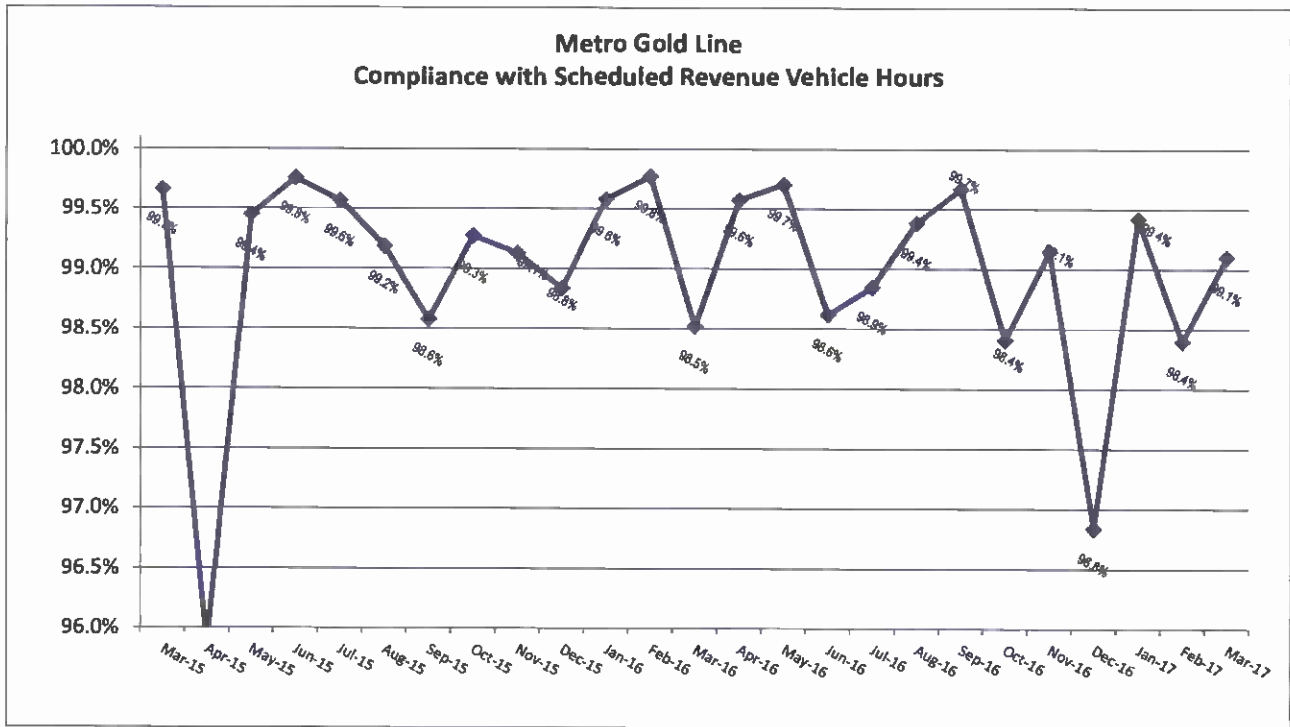
3/30/2017 5:52:00 AM - Incident# 2850580 (0 lost trips, 12 lost minutes)
Female patron alleges she fell boarding train 405 SB tk 2 at Union Station.

Other Incidents:

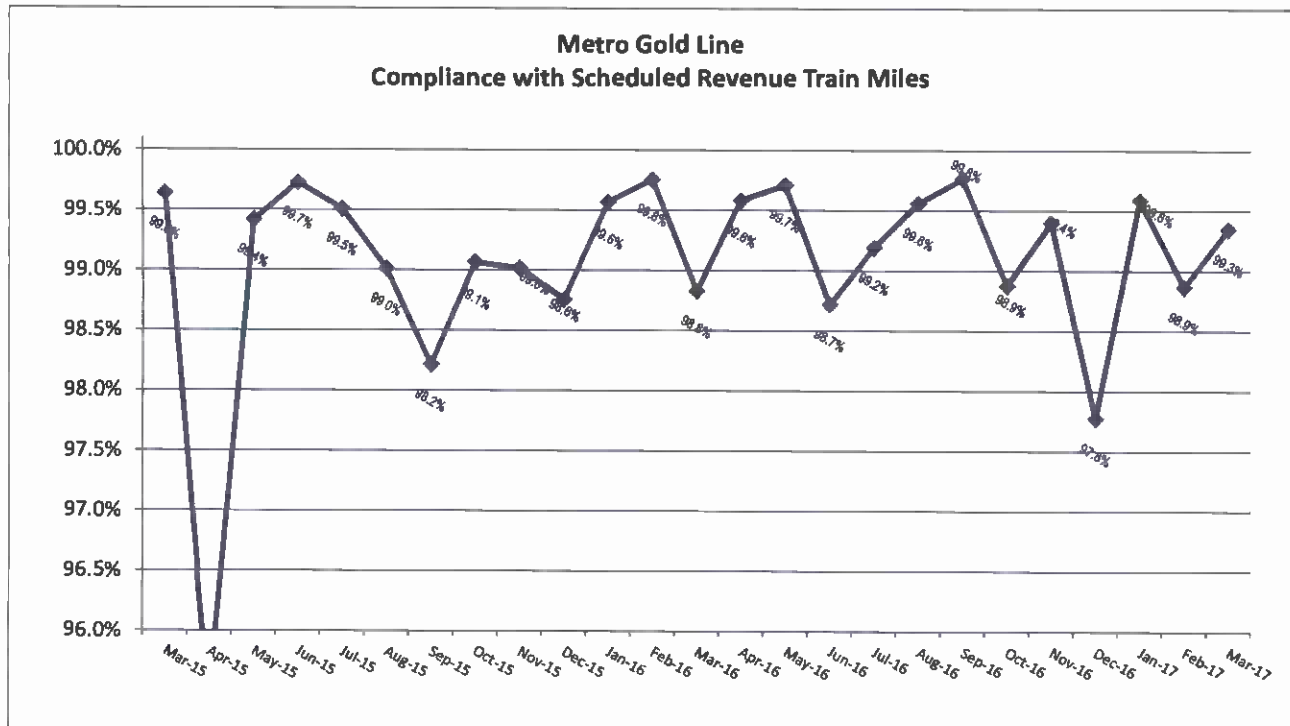
3/10/2017 11:21:00 AM - Incident# 2843492 (0 lost trips, 10 lost minutes)
Radio, cars #(743A)-733
Train #401
T-178
Arcadia and Sierra Madre I/L

MEASURES OF THE OVERALL SERVICE IMPACT OF RAIL INCIDENTS

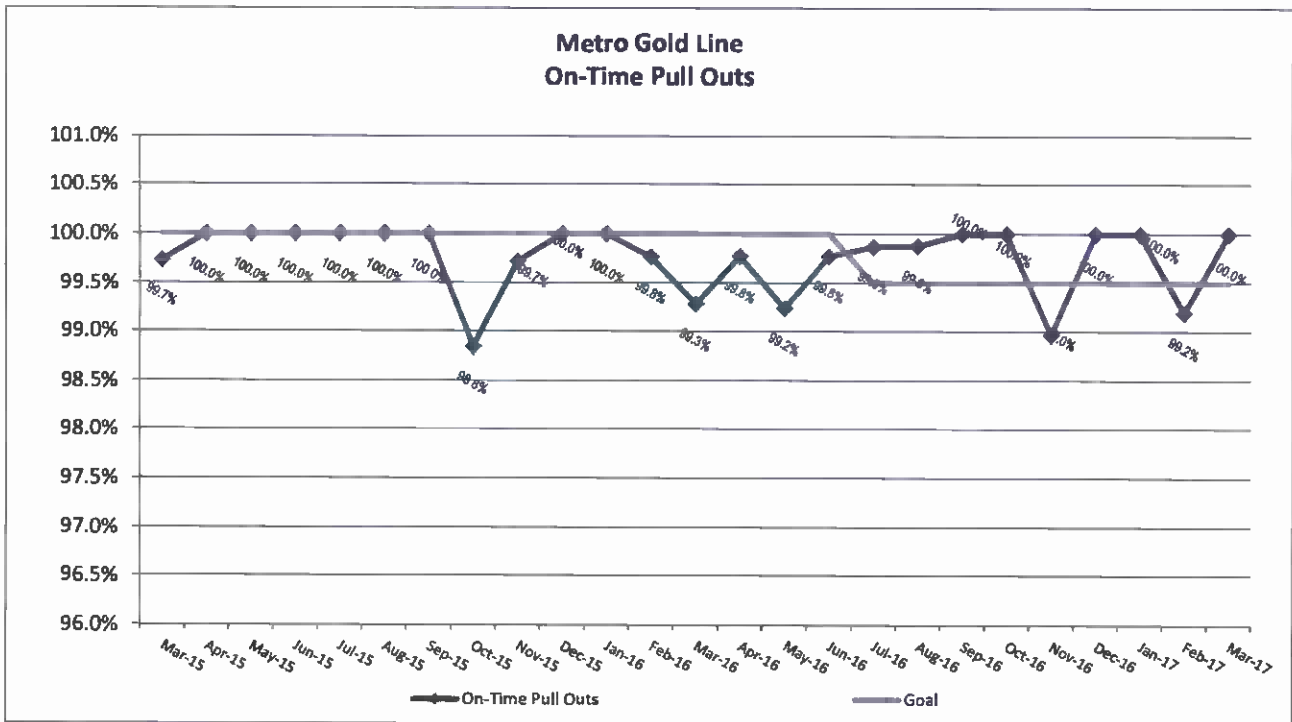
COMPLIANCE WITH SCHEDULED VEHICLE HOURS CHART



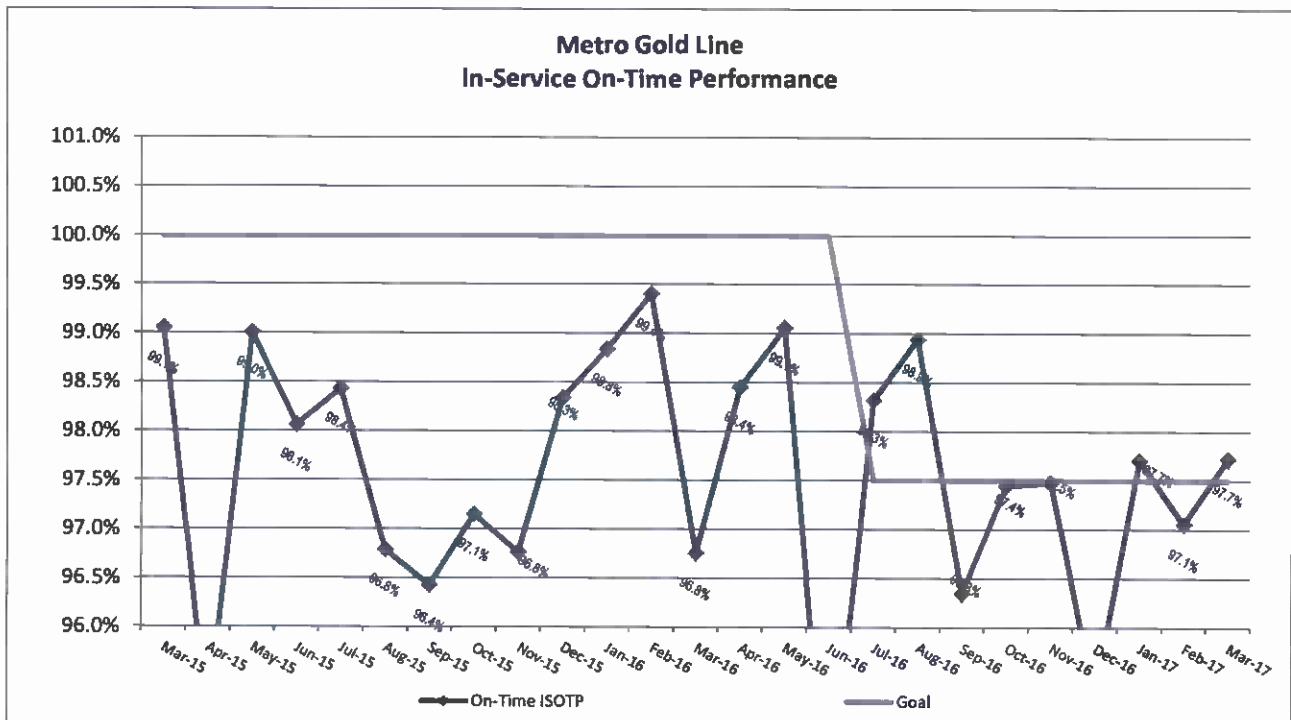
COMPLIANCE WITH SCHEDULED TRAIN MILES CHART



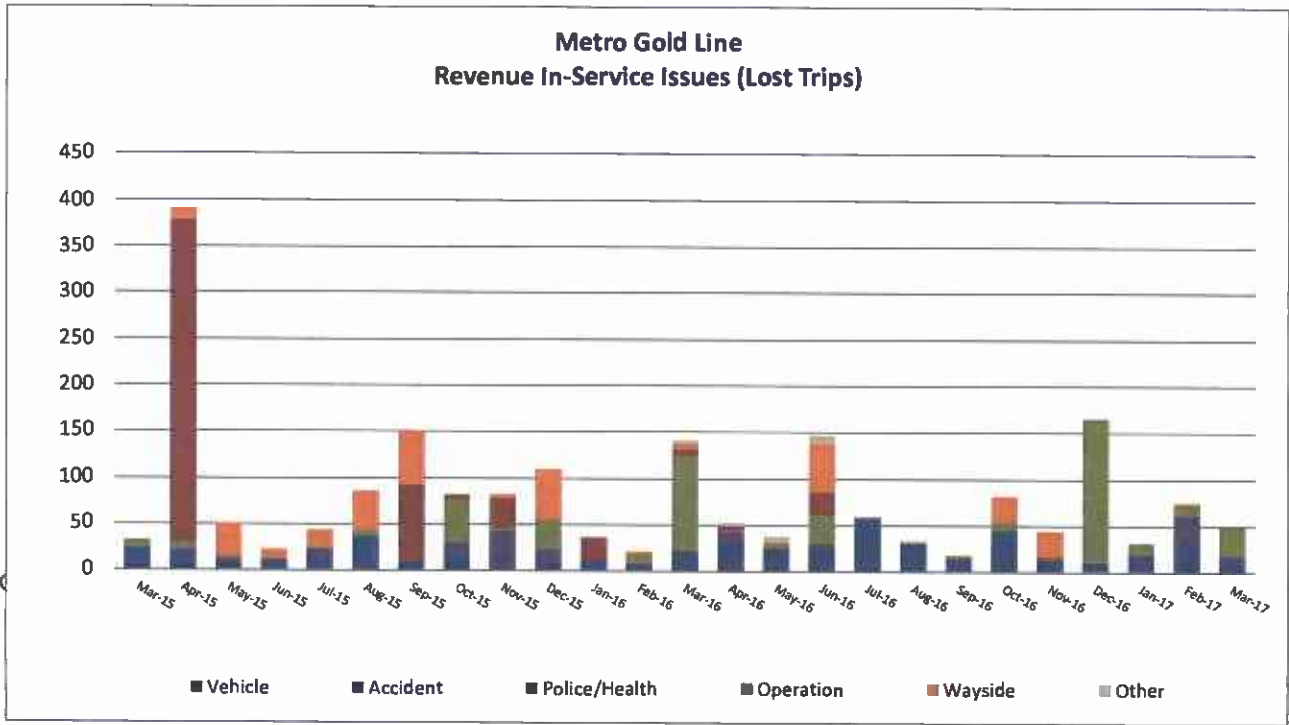
ON-TIME PULL OUTS CHART



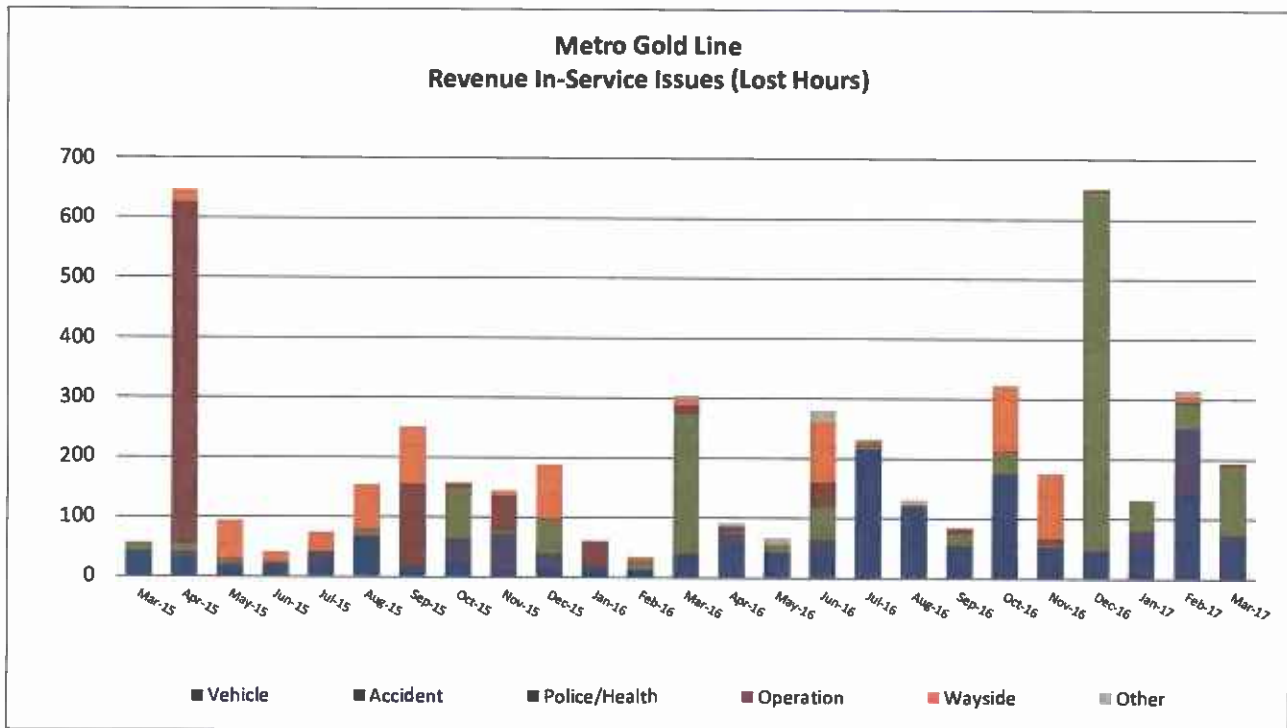
IN-SERVICE ON-TIME PERFORMANCE CHART



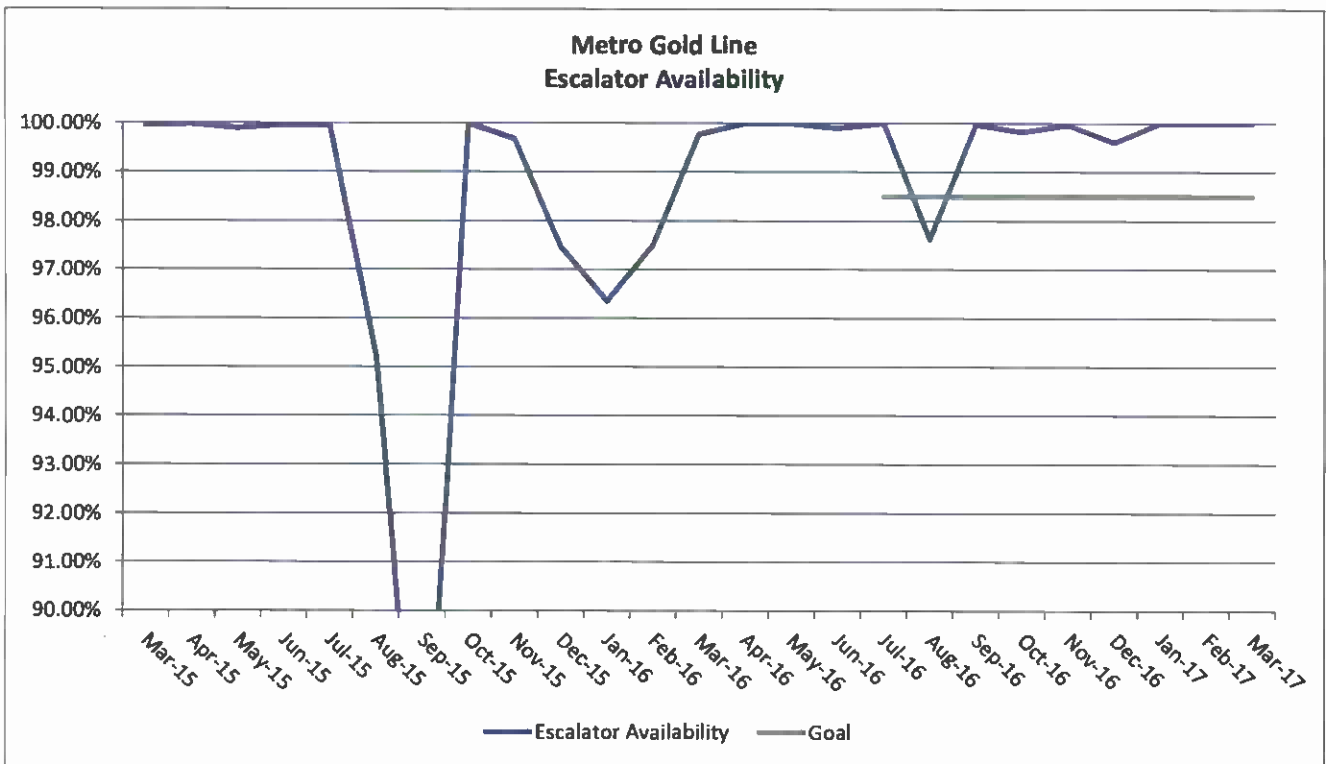
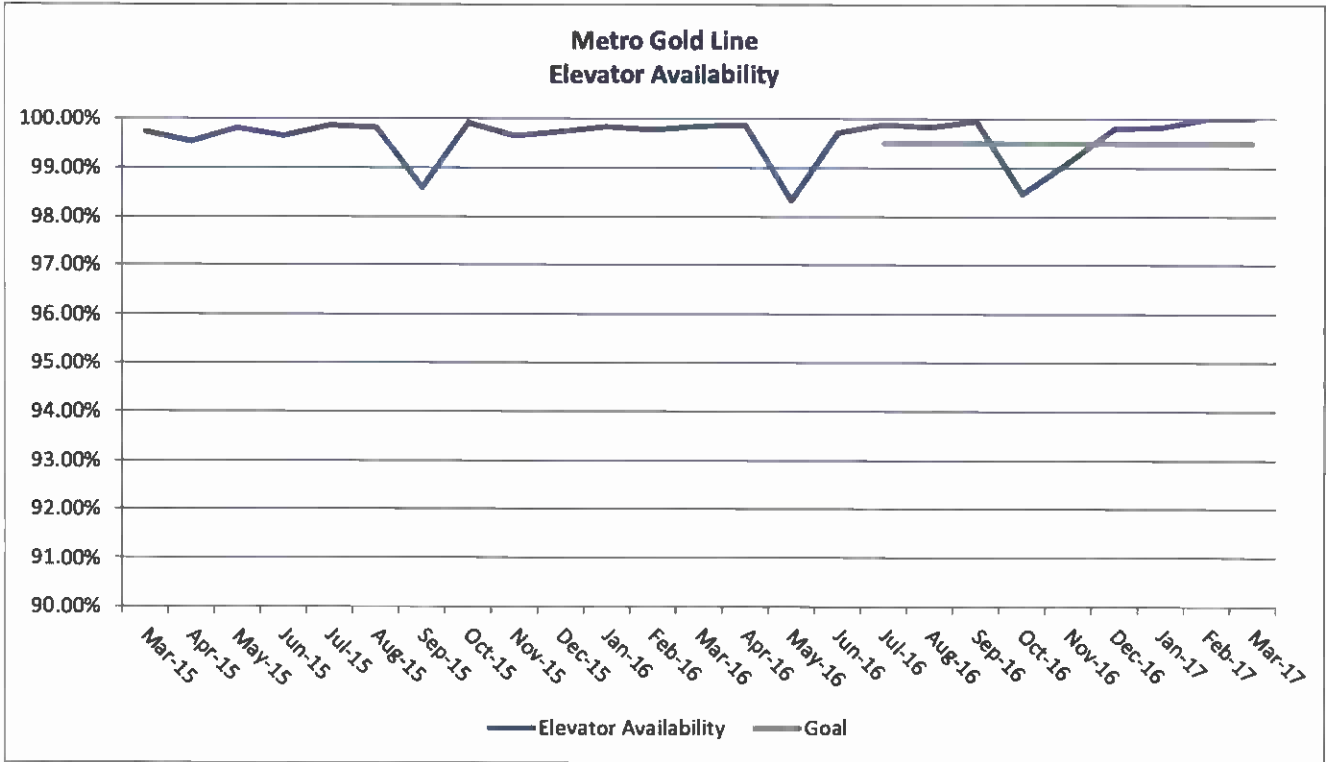
LOST TRIPS



LOST HOURS



VERTICAL TRANSPORTATION AVAILABILITY



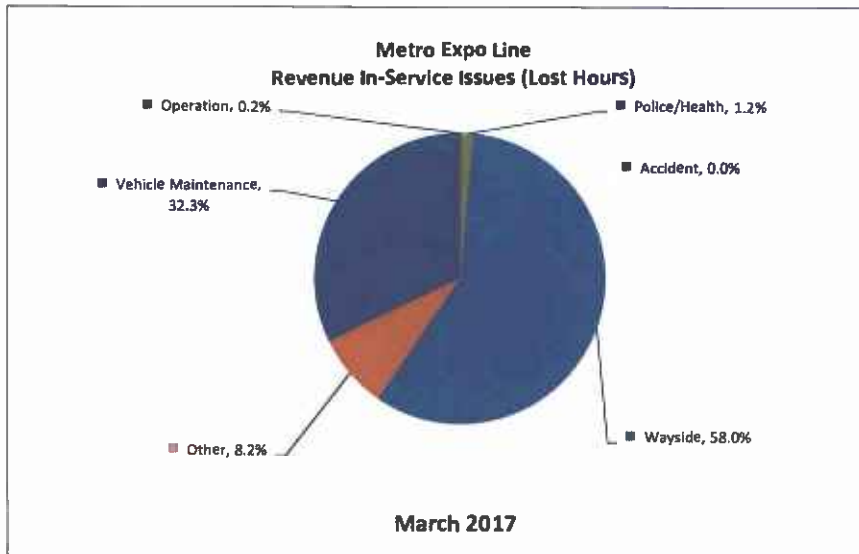
EXPO LINE

Out of a total of 19,929 hours operated, there were approximately 49 total hours of service delays.

March 2017 Service Hours *	Revenue	
	Hours	Percent
Revenue Hours without Delays	19,880	99.8%
Cancelled + Delayed Hours	49	0.2%
Total Revenue Hours	19,929	100.0%

Summary of the major contributors:	Count	Hours	Percent
Operations	1	0.1	0.2%
Accidents	0	0.0	0.0%
Vehicle Maintenance	10	15.8	32.3%
Wayside	2	28.5	58.0%
Police & Health	5	0.6	1.2%
Other	3	4.0	8.2%
Total	21	49.0	100.0%

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



March 2017 Expo Line major delay contributors were as follows:

Operations Incidents:

3/22/2017 3:38:00 PM - Incident# 2847958 (0 lost trips, 5 lost minutes)
Train Delay, Cars #1034-1030-1051
Train #608
T-268
7th and Metro Center, Track #001, Northbound.

Vehicle Maintenance Incidents:

3/1/2017 9:25:00 PM - Incident# 2840266 (0 lost trips, 4 lost minutes)
Train operator reports ATP failure.
Train 603, T-123
(114B)-102
Track 3, 17th Street, North

3/2/2017 9:24:00 AM - Incident# 2840456 (0 lost trips, 14 lost minutes)
Car 103A no faults, no movement Train 609
Train 609
T-534
17th Street St. Station
Consist 1030-1025

3/6/2017 12:12:00 PM - Incident# 2841852 (1 lost trip, 119 lost minutes)
Cab Door misaligned.
Train #607.
T-313.
LRV-(1D27B), 1020.
Santa Monica Station, track #3, northbound.

3/9/2017 11:53:00 PM - Incident# 2843302 (1 lost trip, 119 lost minutes)
Operator reports of no movement.
Train 625
T-392
Cars(1020B), 1003, 1044
7th/Metro Tail trk 2, Northbound

3/11/2017 12:11:00 PM - Incident# 2843818 (1 lost trip, 141 lost minutes)
Dirty Car.
Train #605.
T-062.
LRV-(142A), 154, 152.
Santa Monica Station, Track #3, Northbound.

3/15/2017 8:38:00 PM - Incident# 2845479 (1 lost trip, 127 lost minutes)
Operator reports of no movement.
Train 621
T-
Cars (1034)-1036-1021
Bundy Station, Track 3, Northbound

3/16/2017 4:52:00 PM - Incident# 2845855 (1 lost trip, 125 lost minutes)
Operator reports a non-clearing friction brake fault.
Cars 1035, 1060, 1054
Train 602
T-354
Santa Monica TRK 3, northbound

3/18/2017 6:10:00 PM - Incident# 2846503 (0 lost trips, 5 lost minutes)
Train operator reports no movement.
Train 603, T-150
(1035B)-1060-1054
Track 3, Farmdale, North

3/25/2017 7:33:00 AM - Incident# 2848909 (1 lost trip, 156 lost minutes)
No propulsion and movement.
Train#606
T#241
(131A),146,102
Track#4,southbound,Vermont Station

3/26/2017 7:18:00 AM - Incident# 2849099 (1 lost trip, 141 lost minutes)
Operator reports human waste in Car 1026.
Cars 1026, 1040, 1043
Train 603
T-123
Bundy TRK 4, southbound

Wayside Incidents:

3/4/2017 7:21:00 AM - Incident# 2841236 (12 lost trips, 1,692 lost minutes)
Turn Backs from 23rd Street Station, back to Santa Monica.
Train #603.
T-374.

3/6/2017 7:05:00 AM - Incident# 2841665 (0 lost trips, 15 lost minutes)
False occupancy detected south of the La Brea Station ,Trk 4 only.

Police & Health Incidents:

3/2/2017 7:45:00 AM - Incident# 2840455 (0 lost trips, 15 lost minutes)
Expo Line service delay caused by a blockade on the Blue Line tracks between 41st and Vernon Grade crossings. Private vehicle drove in to the right of way at 43 street and stopped on track 2.

3/8/2017 2:24:00 PM - Incident# 2842757 (0 lost trips, 6 lost minutes)

LASD: Roggy, reported a bicycle theft, the suspect boarded northbound train #606 and Culver City PD is requesting to hold the train.

3/13/2017 3:12:00 PM - Incident# 2844491 (0 lost trips, 5 lost minutes)
Train delay due to MTA bus blocking train 4.
Train 607
T-472
1023-1052
Southbound Track 4 at Normandie.

3/31/2017 12:56:00 PM - Incident# 2851215 (0 lost trips, 6 lost minutes)
Caucasian male, fell on the ROW, track#3-Santa Monica Station.

3/31/2017 4:02:00 PM - Incident# 2851275 (0 lost trips, 5 lost minutes)
Train 602 reports no movement at Pico Station.
Train 602
T-354
LRV'S 1048-1036
Pico Station, Track 2, Southbound.

Other Incidents:

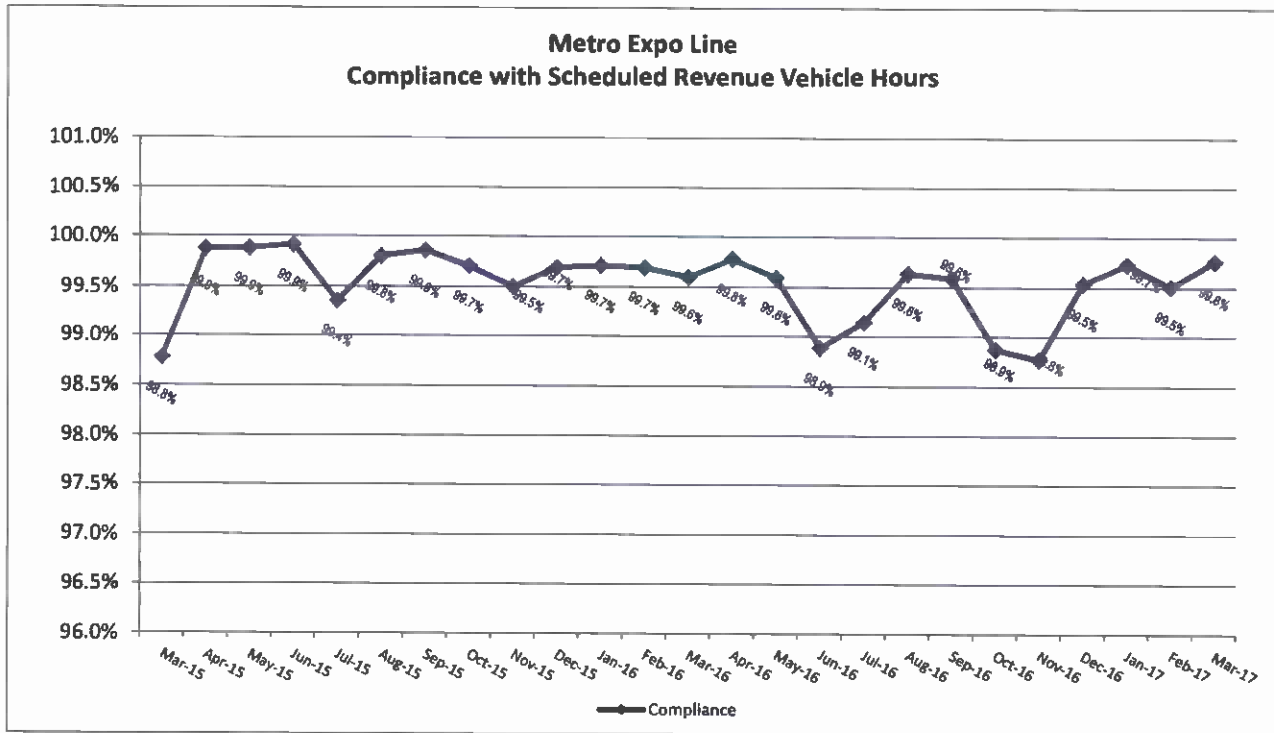
3/2/2017 3:19:00 PM - Incident# 2840600 (1 lost trip, 119 lost minutes)
Expo yard control reports not having enough equipment for rollout.

3/10/2017 5:11:00 AM - Incident# 2843343 (1 lost trip, 119 lost minutes)
Train #608 out late due to mechanical problems before roll out.

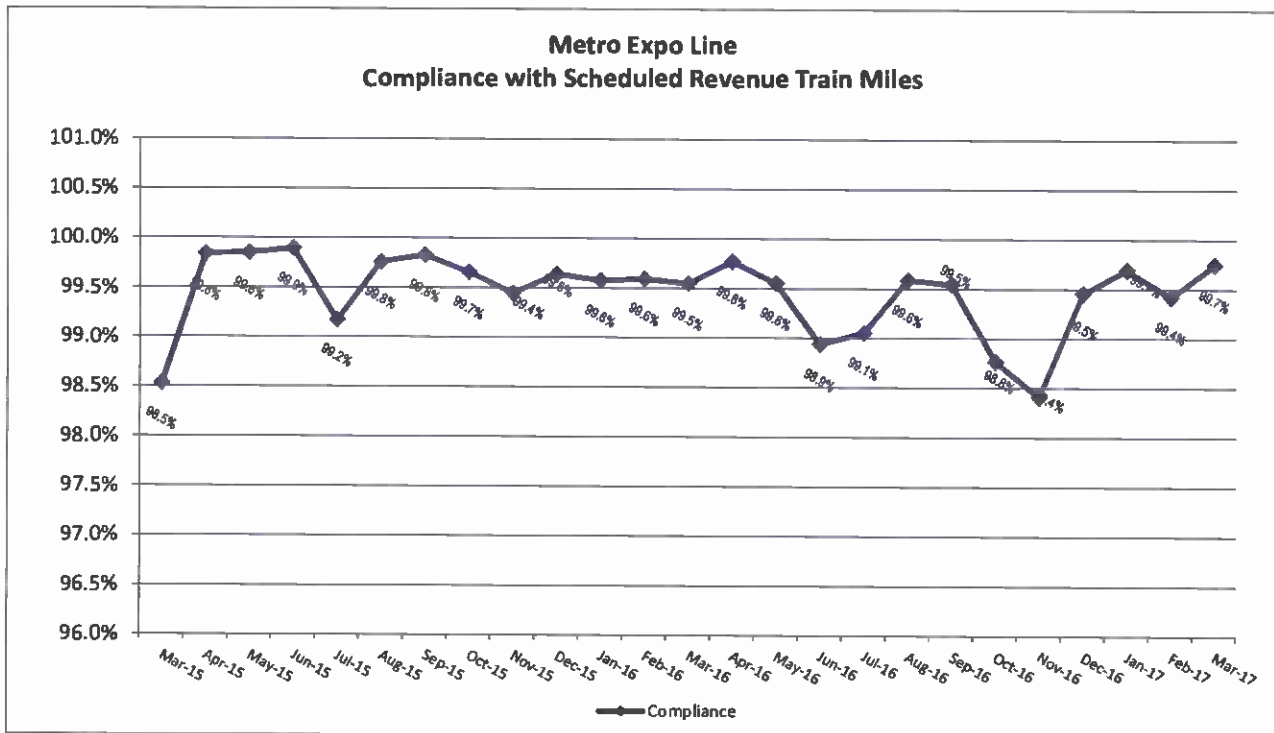
3/17/2017 2:35:00 PM - Incident# 2846233 (0 lost trips, 5 lost minutes)
Train-626
T-528
Cars (1028)-1041
Northbound, Track #4
Santa Monica Station
Out Late due to operator was unaware of their assignment in the yard.

MEASURES OF THE OVERALL SERVICE IMPACT OF RAIL INCIDENTS

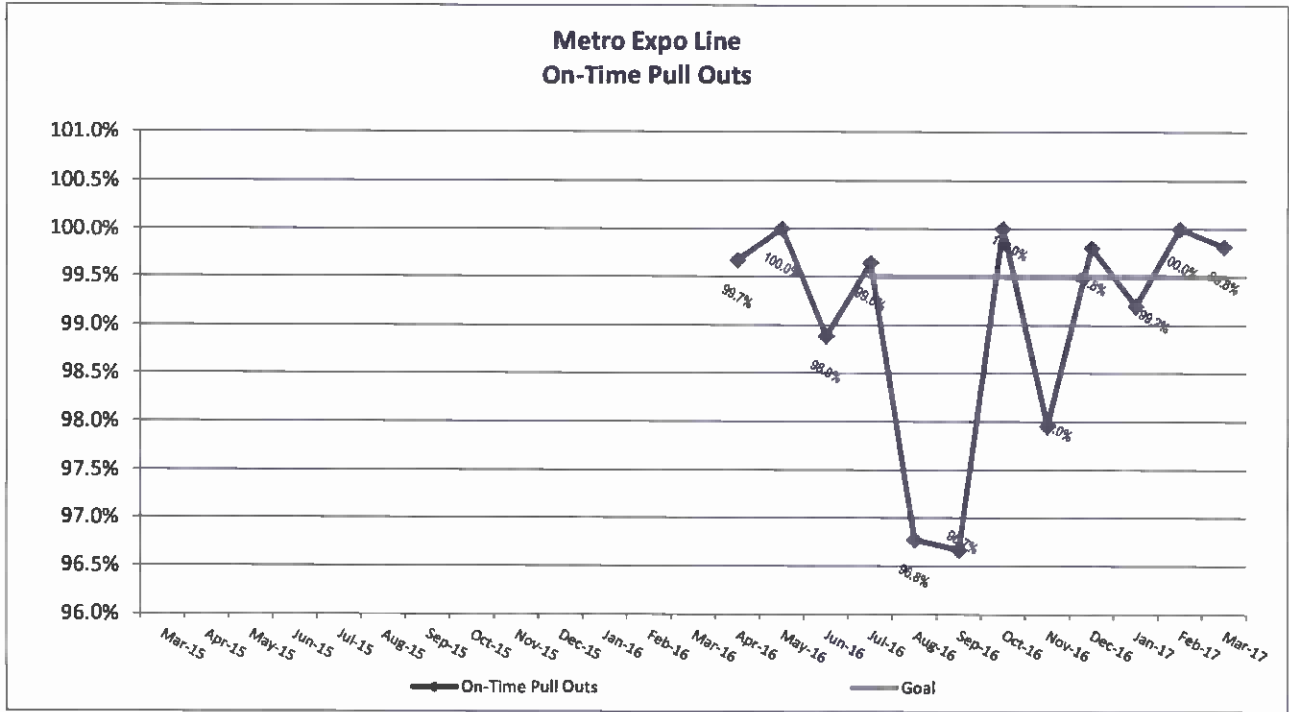
COMPLIANCE WITH SCHEDULED VEHICLE HOURS CHART



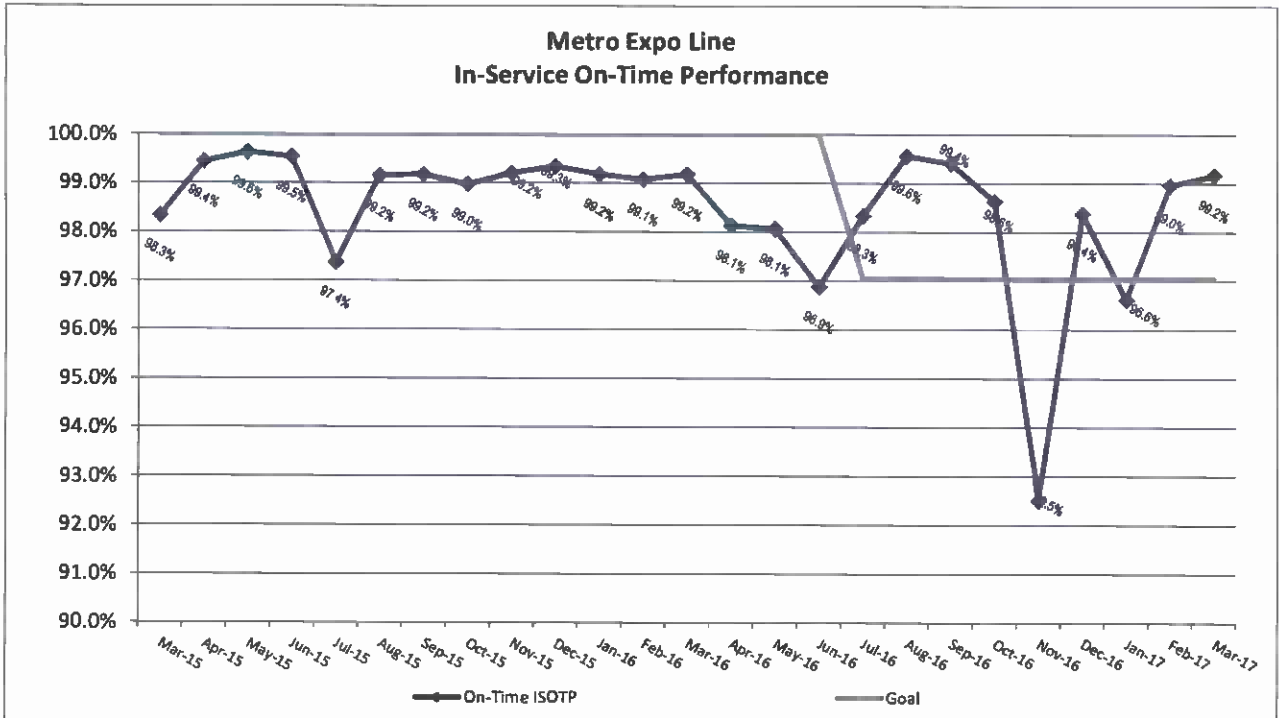
COMPLIANCE WITH SCHEDULED TRAIN MILES CHART



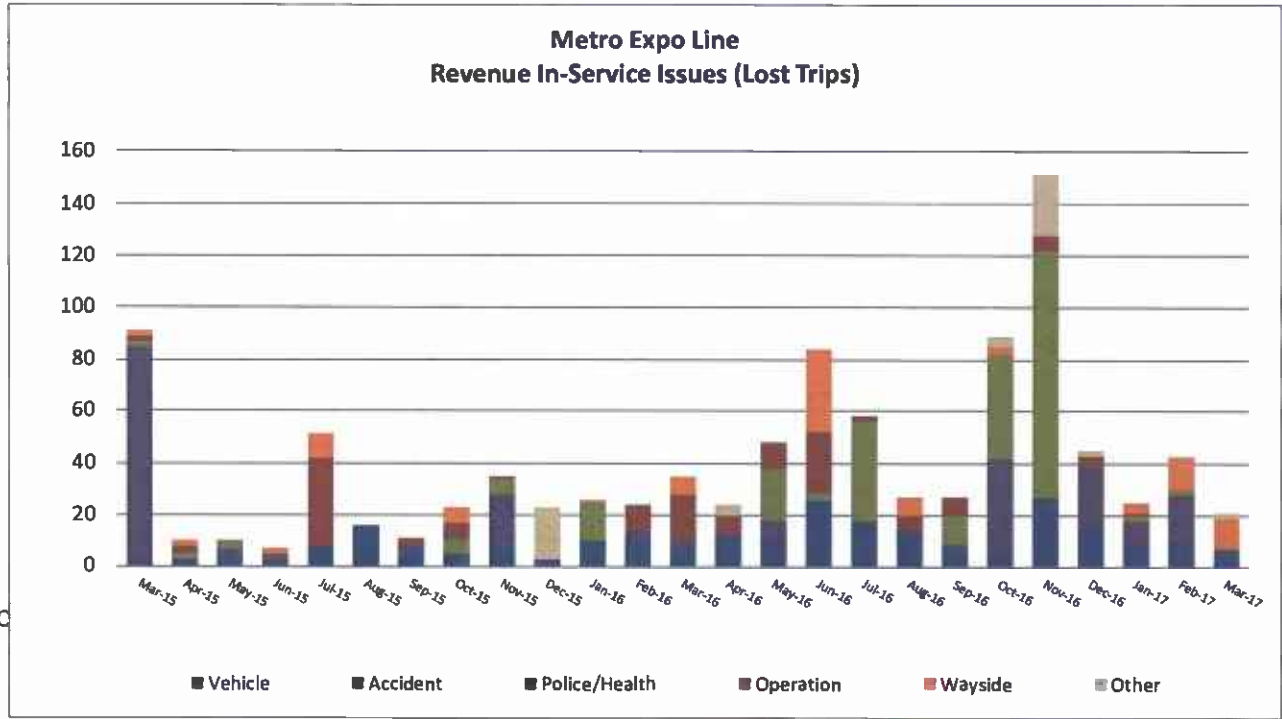
ON-TIME PULL OUTS CHART



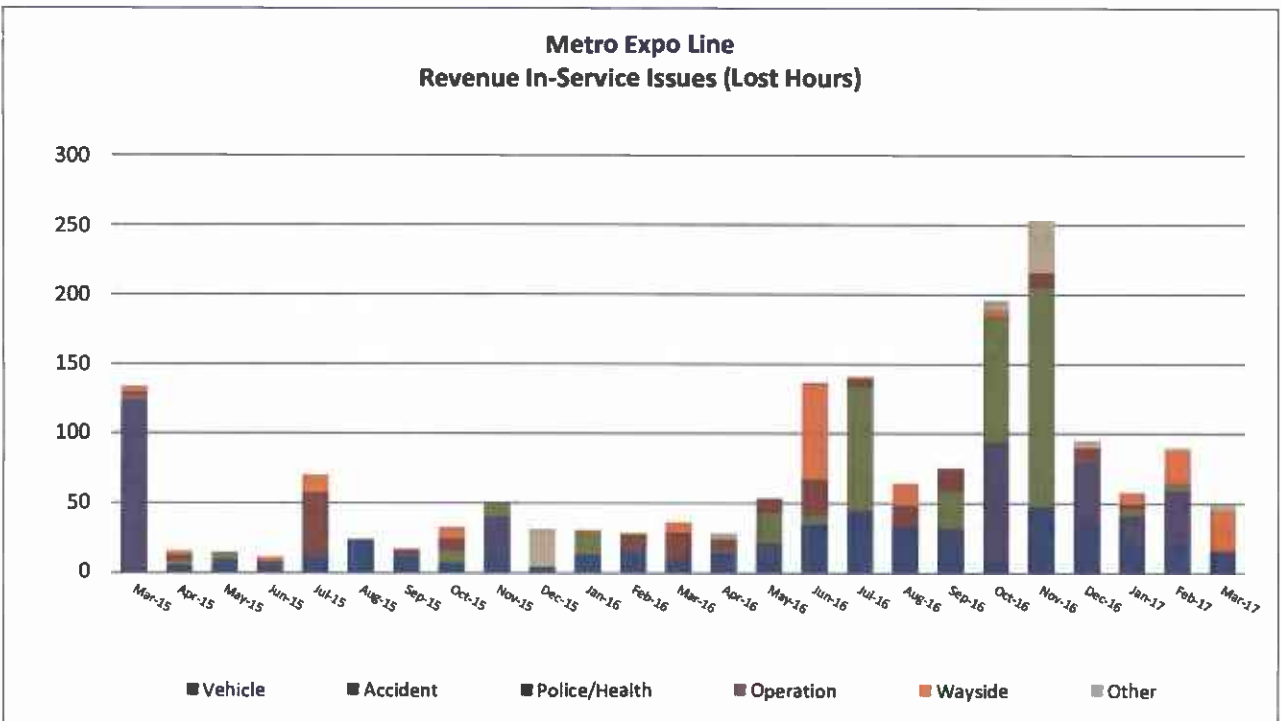
IN-SERVICE ON-TIME PERFORMANCE CHART



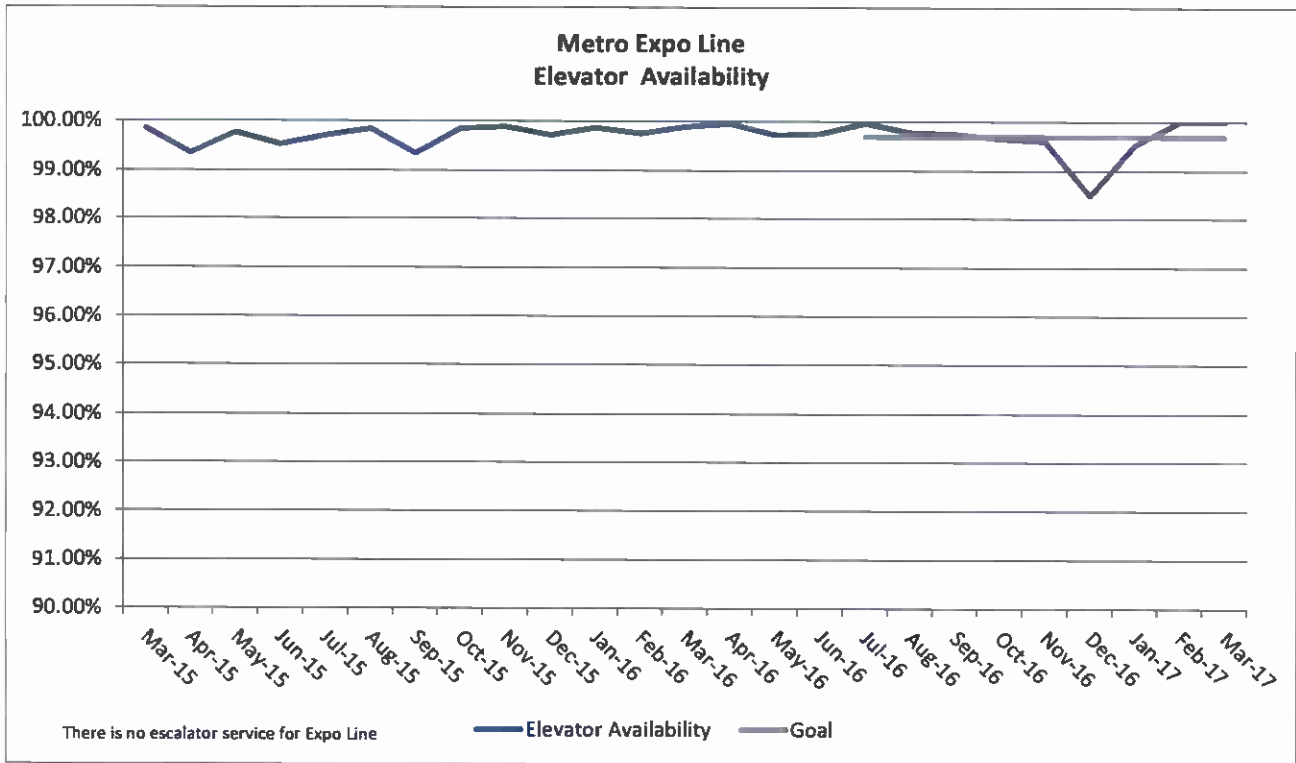
LOST TRIPS



LOST HOURS



VERTICAL TRANSPORTATION AVAILABILITY



Financial Status

March 2017

FTA Quarterly Review
May 31, 2017



Metro

Excellence in Service and Support

FY17 – Indicators

- **FY17 Q3 actual cash receipts from locally imposed sales tax revenues (PA, PC, MR) increased 4.6% over FY16 Q3**
 - YTD Collections through Q3 – 2.2% above FY16
- **At March 31, 2017 the Los Angeles County unemployment rate remains below the State and equal to National overall rates:**
 - LA 4.6%, CA 4.9% and US 4.5%**
- **Inflation in the Los Angeles Metropolitan Area for the period ended March '17 = 2.7% over March '16**
 - Excluding Food and Energy, core inflation equaled 2.6%
- **Transit indicators – FY 17 Q3**
 - Ridership versus prior year**
 - Bus: -11.1%**
 - Rail: +6.2%**
 - Total: -6.8%**
 - Fare revenues – FY17Q3 -4.79% vs FY 16Q3**



FY17 Q3 – Highlights

- Board approved and authorized the use of design-build contracting approach for the Westside Purple Line Extension Project - Section 3 (PLE3)
- Board approved the establishment of the Life-of-Project Budget (LOP) Budget of \$2,440,969,299 for the Westside Purple Line Extension Section 2 Project
- Board authorized the CEO, as a pilot period of 1 year, to negotiate and execute project-related agreements, including contract modifications, up to the authorized Life-of-Project budgets for selected projects (PLE 1, PLE 2, Regional Connector and Crenshaw/LAX projects)
- Board authorized the award and implementation of multi-agency law enforcement services contracts to City of Long Beach, City of Los Angeles, and County of Los Angeles

FY17 Q4– Look Ahead

- **Board consideration of the proposed FY 2017-18 Budget**
- **Working with Metrolink (SCRRA) to provide additional funding for urgent capital maintenance needs on LA County ROW and systemwide assets.**
- **“Harriet’s” final breakthrough and retirement.**

Los Angeles County
Metropolitan Transportation Authority

METRO CONSTRUCTION SAFETY FTA Quarterly Review Meeting May 31, 2017



Metro

CONSTRUCTION SAFETY QUARTERLY REPORT



NATIONAL CONSTRUCTION SAFETY WEEK

May 1st – May 5th 2017

- ❑ Metro's CEO reiterated that our Contractors are selected in part because of their ability to manage an assertive Safety Program for their employees and subcontractors.
- ❑ Metro Board Chair John Fasana stated "Safety Week is a chance to renew our focus and celebrate the commitment of our workers have to keeping themselves and each other safe."
- ❑ Matt Walsh Co-Chairman of the Walsh Group and Co-Chair of Safety Week 2017 stated "With Metro as a committed partner, we truly are stronger together."
- ❑ Mike Aparicio Executive VP of Shanska, stated that "Safety is the most important duty we have, both to protect our teams and the communities we serve."



Metro

CONSTRUCTION SAFETY QUARTERLY REPORT



NATIONAL CONSTRUCTION SAFETY WEEK May 1st – 5th 2017

- ❑ Metro supported our Contractors participation in National Construction Safety Week to raise awareness of Safety issues for thousands of workers on Metro Transit sites.
- ❑ Safety Week focused on “Hand-Safety” this year. According to the BLS, hand injuries represent nearly one-third of all reported workplace incidents.



Metro

CONSTRUCTION SAFETY QUARTERLY REPORT

CRENSHAW/LAX TRANSIT PROJECT

- ❑ Metro participated in WSCC Tool-Box Safety Meetings in January, February and March 2017.
- ❑ Metro participated in WSCC Executive Safety Meeting in January 2017.
- ❑ Metro participated in WSCC's Subcontractor Safety Committee Meetings in February and March 2017.
- ❑ Project-to-Date Total Work Hours: 3,992,585
Recordable Injuries as of March 2017: 57
Project Rate per 200,000 Labor Hours: 2.9
BLS National Heavy Construction Incident Rate: 2.8
Total Days Away Cases: 2
Total Restrictive Duty Cases: 2



Crenshaw/LAX Transit Project

CONSTRUCTION SAFETY QUARTERLY REPORT



Westside Purple Line Extension
Section 1 Project

WESTSIDE PURPLE LINE EXTENSION SECTION 1 PROJECT

Project to Date Total Work Hours:	1,676,841
Recordable Injuries as of March 2017:	6
Project Rate per 200,000 Labor Hours:	0.7
BLS National Heavy Construction Incident Rate:	2.8
Total Days Away Cases	3



Regional Connector Transit Corridor Project

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT

Project-to-Date Total Work Hours:	1,562,662
Recordable Injuries as of March 2017:	9
Project Rate per 200,000 Labor Hours:	1.1
BLS National Heavy Construction Incident Rate:	2.8
Total Days Away Cases	0



Metro

CONSTRUCTION SAFETY QUARTERLY REPORT



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



Metro

FTA Quarterly Planning Update

May 31, 2017

Metro Planning Report

- Long Range Transportation Plan
- Metro Strategic Plan
- Measure M
- Small Starts Projects
 - Metro Rapid System Gap Closure Lines
- Other Projects
 - East San Fernando Valley Transit Corridor
 - Airport Metro Connector – 96th Street Transit Station
 - Eastside Transit Corridor Phase 2
- 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



Long Range Transportation Plan

- Measure M's passage set the stage for new, innovative Long Range Transportation Plan (LRTP) with four key objectives:
 - Following through on the transportation vision for the region
 - Working with Metro's diverse communities to do so
 - Setting critical investment priorities with funds that are still challenged when compared to the need
 - Conducting the process with analytic discipline and transparency



2009 LRTP Amendment

- 2009 LRTP Amendment
 - Measure M expenditure plan creates a new baseline
 - Facilitates eligibility for federal funding and permitting as projects proceed
 - Allows for aggressive project delivery of Measure M
- Metro Board approved 2009 LRTP amendment in January 2017, and Measure M projects were submitted to SCAG for inclusion in 2016 RTP/SCS

L RTP Update

- L RTP update
 - Will build on 2009 L RTP amended baseline
 - Will present innovative new thinking, structure and approach
 - New Advisory Council to assist with inclusive participation and input
 - Expect L RTP development over two years

Metro Strategic Plan

Metro is also conducting a Strategic Plan.

- Will directly inform the Long Range planning process; and
- Internal coordination is critical, and proposed LRTP modular approach will greatly facilitate that
- Modular approach:
 - Treats major elements as stand-alone deliverables
 - Allows maximum flexibility for coordination
 - Will not duplicate or replace existing plans and programs
 - Will inventory current efforts and fill any “gaps” among Metro’s planning needs



Metro

Measure M Benefits Project Implementation

- Measure M provides capacity to accelerate and add projects
 - 6 existing 2009 LRTP projects accelerated (35 years in total)
 - 9 projects get \$12 billion in scope enhancements
 - Longer projects distances and better modes (example: rail instead of bus)
 - 24 new major projects added into LRTP
- Increases in funding for Local Return not in 2009 LRP
 - 17% of ½ cent tax in 2017; 20% of 1 cent tax starting in 2039
- Increases Metrolink funding
 - 1% increase starting in 2017; 2% increase in 2039
 - 2% requires meeting service improvements
- Sustainable funding for all programs: No tax sunset



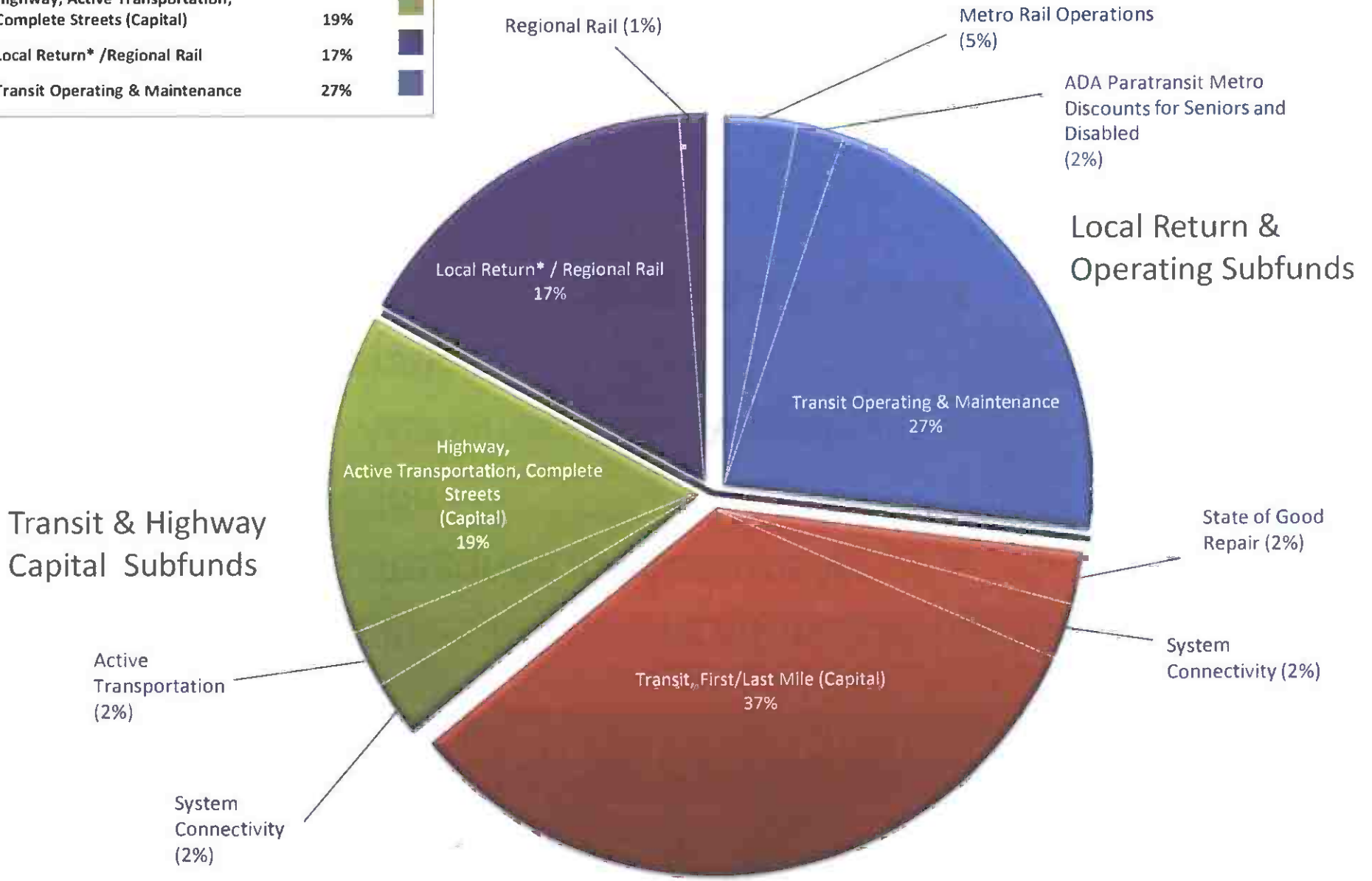
Formal Ordinance Subfunds

Administration/Local Return 1.5% off the top*

Transit, First/Last Mile (Capital)	37%	■
Highway, Active Transportation, Complete Streets (Capital)	19%	■
Local Return* /Regional Rail	17%	■
Transit Operating & Maintenance	27%	■

Measure M Funding Categories

(by subfund through 2039)



Measure M Guidelines

- Master Guidelines document addresses the broad investment categories in Measure M:
 - Administration
 - Oversight, Assessments and Amendments
 - Transit Operations
 - Highway and Transit Subregional Programs
 - State of Good Repair
 - Local Return
 - Designated Regional and Other Programs

Master Guidelines Development Timeline

- March 2017 – Metro Board approved Draft Master Guidelines for public review
- April/May 2017 – Policy Advisory Council review and stakeholder outreach
- June 2017:
 - Taxpayer Oversight Committee formed – June 2017
 - Board consideration and action – June 2017
- July 2017 – Measure M tax collection begins

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 selection of contractor completed May 8, 2017 – Council approval (anticipated)	May/June 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

- April 2017 – City of Torrance released final RFP for up to 29 shelters
- Developing funding agreements with three cities to install shelters at 10 additional locations:
 - Huntington Park
 - Compton
 - Maywood

Next Steps

- June 2017 – Torrance expected to award shelter construction contract
- September 2017 – Culver City anticipated to complete shelter construction



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	\$18,424,162	\$23,121,925
Shelters	\$ 5,160,000	\$ 5,160,000	\$ 3,891,526	\$4,000,000
TOTAL	\$29,204,301	\$29,204,301	\$22,315,689	\$27,121,925

East San Fernando Valley Transit Corridor

Status

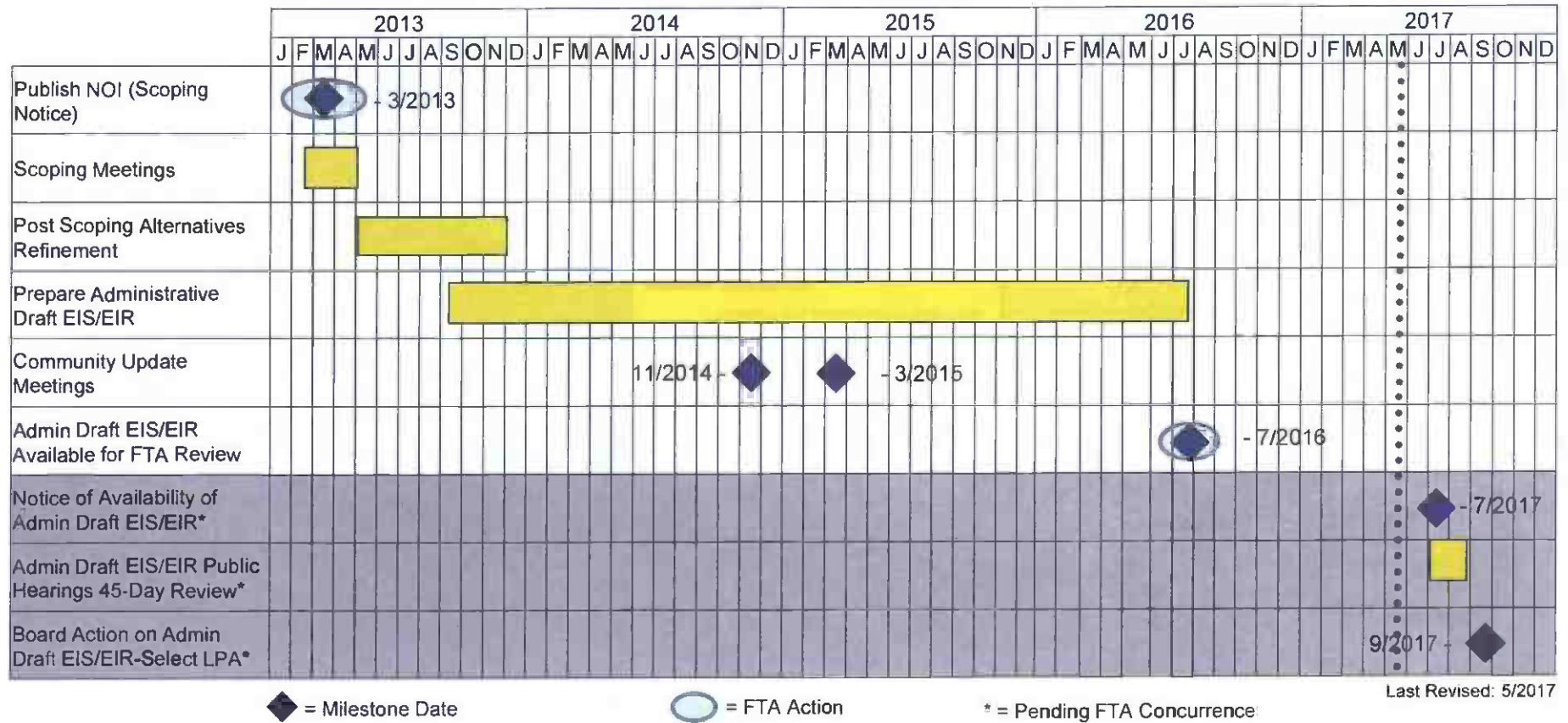
- Administrative Draft EIS/EIR:
 - Respond to comments received from the State Historic Preservation Officer (SHPO)
- Project Outreach:
 - Metro Gold Line Tour for approximately 30 members of Pacoima Beautiful
 - Continued coordination with the Mayor's Great Streets program
 - Project briefing with City of San Fernando staff

Next Steps

- Public release of Draft EIS/EIR
- Secure venues for Public Hearings



East San Fernando Valley Transit Corridor Draft EIS/EIR Schedule



Airport Metro Connector - 96th Street Transit Station

Status

- Environmental Review Process
 - April 2017 – Completed CE
- Architectural and Engineering Design Services
 - Completed Schematic Design (15%)
 - Initiating Design Development (30%)
- Crenshaw/LAX Accommodations
 - Contract Modification approved by Board
 - Construction underway



Schematic Design

Aerial with Programmatic Components



Metro Hub

View from Aviation Blvd looking Southwest



Metro Hub

Interior Views

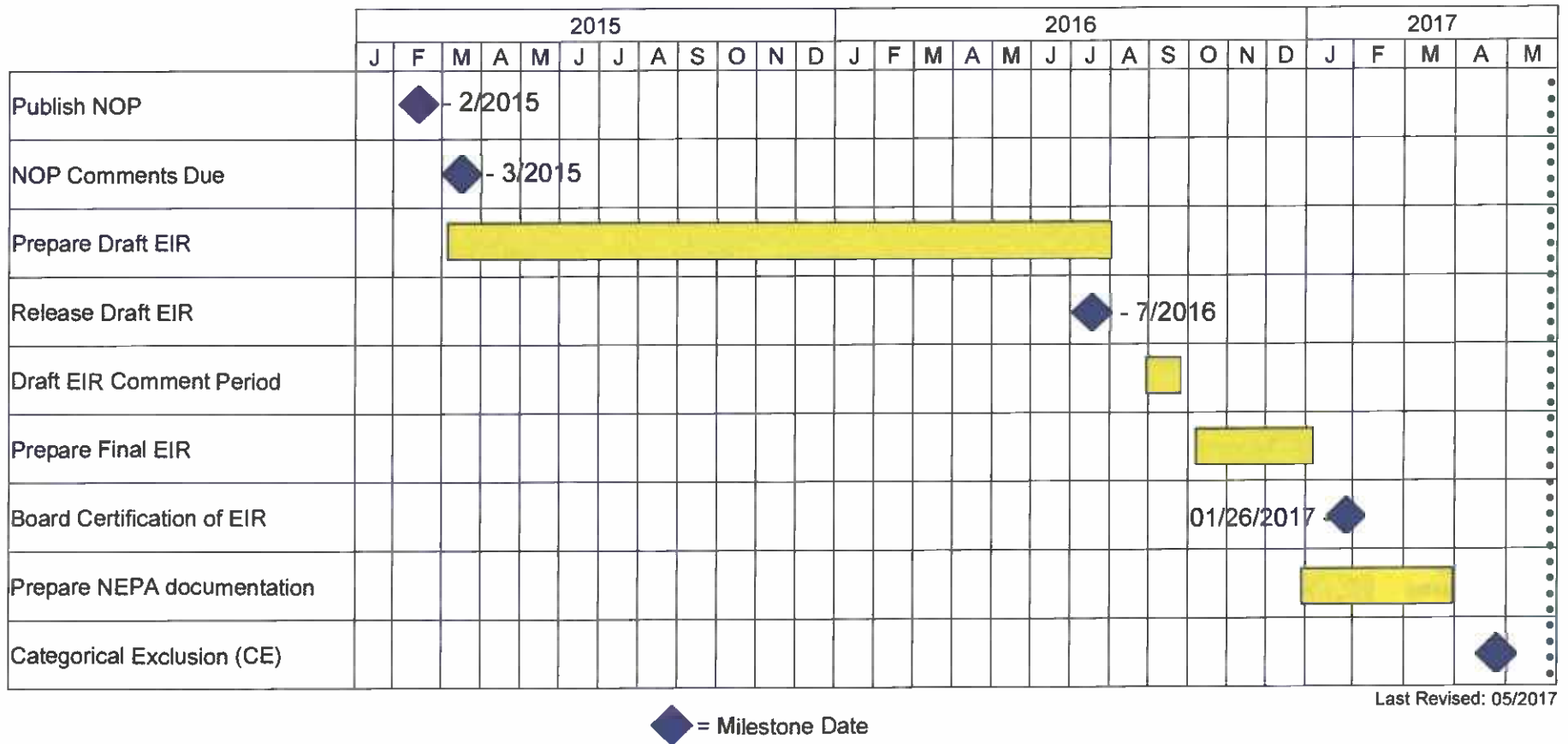


Airport Metro Connector - 96th Street Transit Station

Next Steps

- Continue working on Design Development
- Design Development scheduled May-December 2017
- Final Design scheduled January-July 2018
- Groundbreaking anticipated in FY 2018
- Continue coordination with:
 - LAWA
 - Crenshaw/LAX project team
 - Southwestern Maintenance Yard

Airport Metro Connector - 96th Street Transit Station Schedule

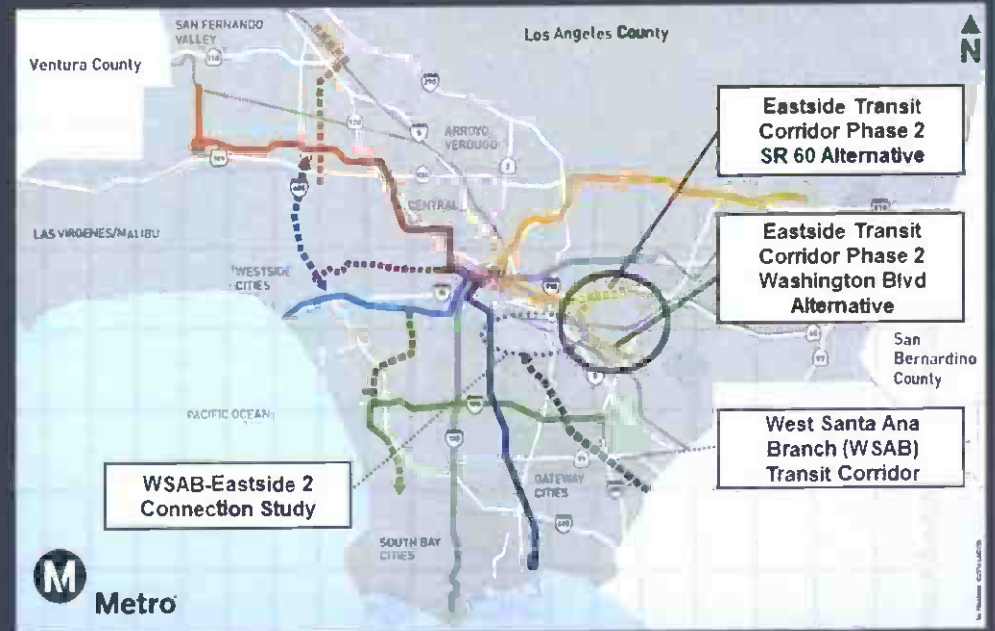


Last Revised: 05/2017

Eastside Transit Corridor Phase 2

Status

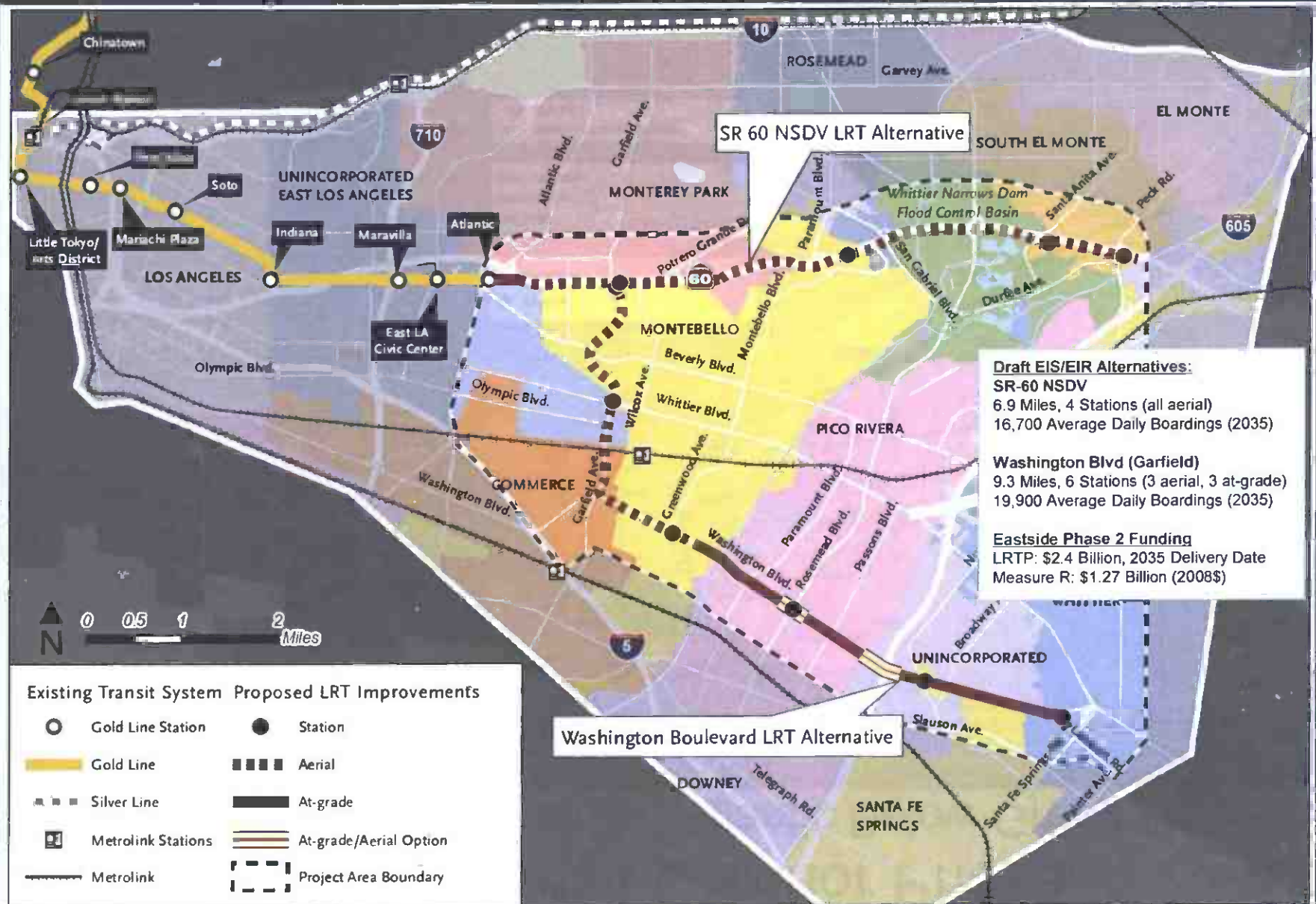
- April 2017 – Completed Technical Study Final Report
- May 2017 – Board Approval of an updated Project Definition for environmental clearance, including three alternatives:
 - SR-60 North Side Design Variation LRT Alternative
 - Washington Boulevard Alternative with Atlantic Below Grade
 - Combined Alternative with both SR-60 and Washington Boulevard via Atlantic Segments
- Continued Stakeholder Outreach:
 - SR-60 Coalition (monthly)
 - Washington Blvd Coalition (monthly)
 - February 2017 – Monrovia Rail Yard Tour with City of Commerce elected officials
 - Elected officials and stakeholders



Next Steps

- Fall 2017 – Re-initiation of Environmental Clearances and Advanced Conceptual Engineering

Eastside Transit Corridor Phase 2 Alternatives Studied in 2014 Draft EIS/EIR

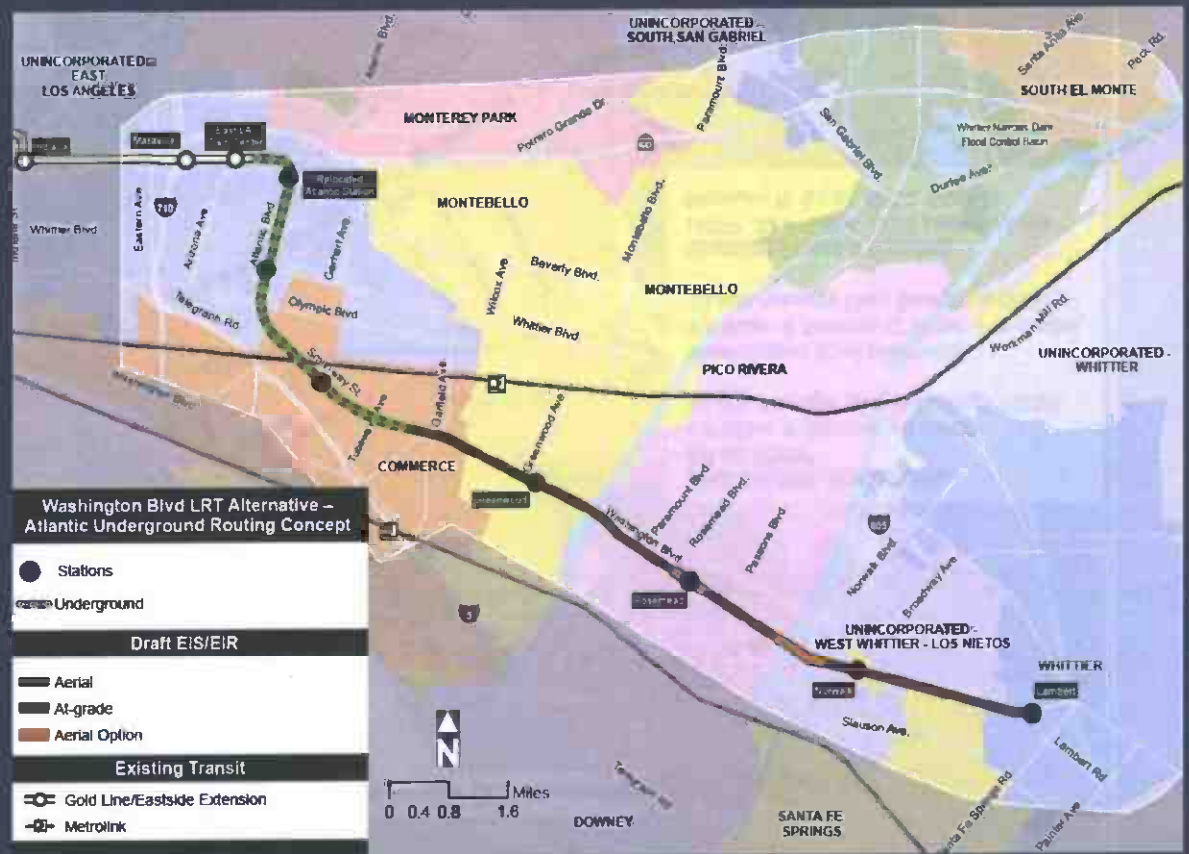


Eastside Transit Corridor Phase 2

New Washington Alternative - Atlantic Below Grade Option

(Subject to Board Direction)

- 2.8 miles (below grade)
- Metro Stations
 - Atlantic/Whittier
 - Commerce Citadel
- Potential Maintenance site in eastern Commerce
- Strong Community Support

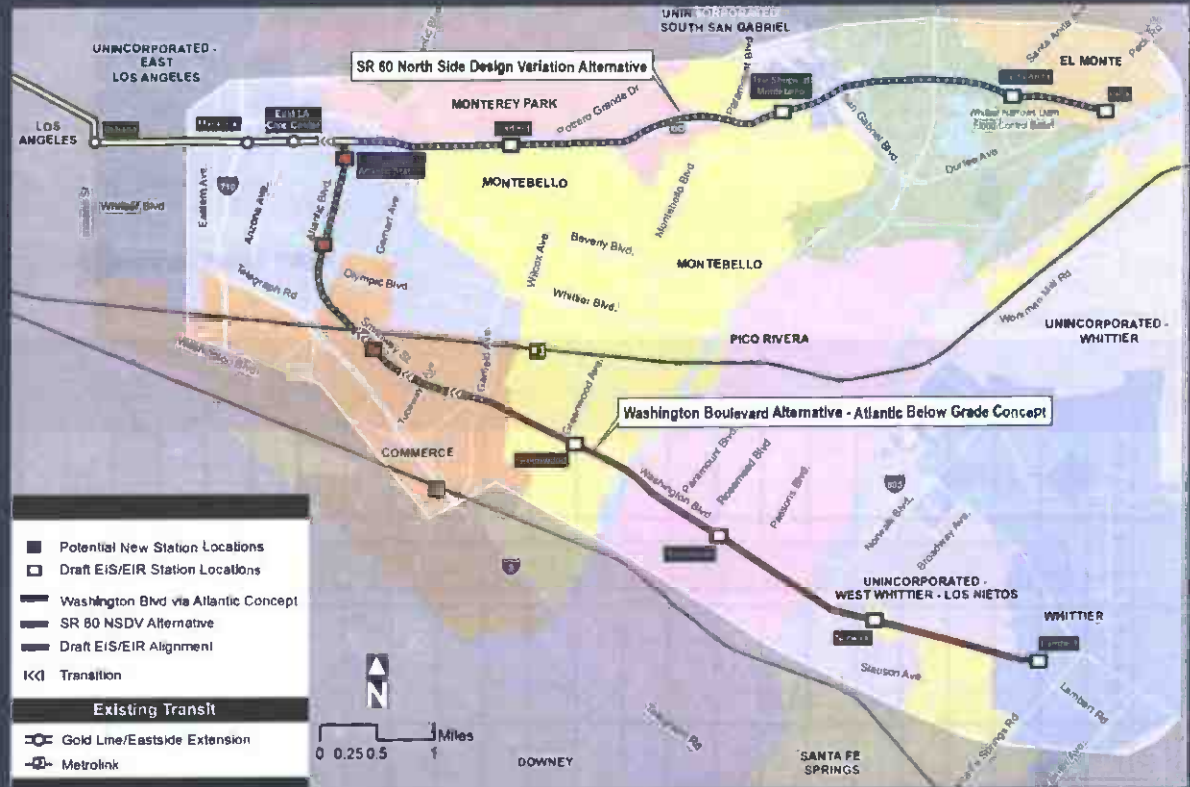


Eastside Transit Corridor Phase 2 Combined Alternative

(Subject to Board Direction)

Operating both segments (SR 60 and Washington Blvd.) is feasible, but will require additional infrastructure:

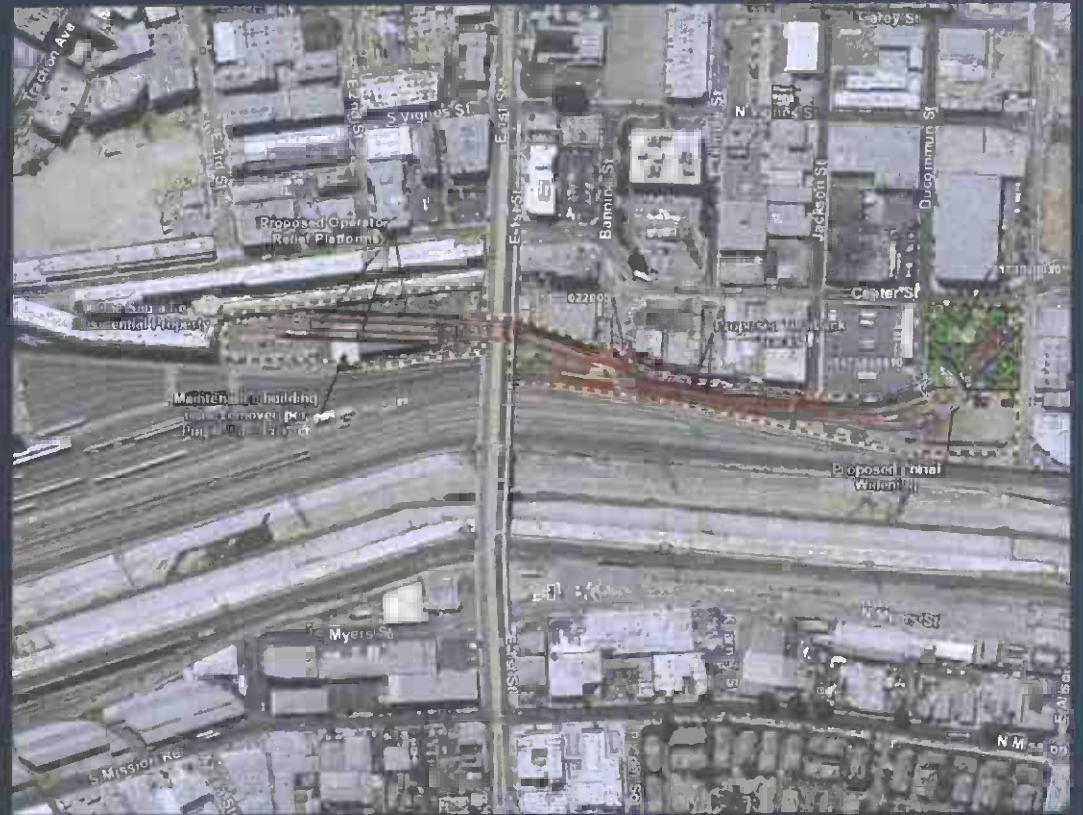
- Provision of one maintenance facility to service rail vehicles
- Provision of infrastructure and operational elements that would not be required if only one or the other alternative were operated as a 'stand-alone' line.
- Provision of a potential underground three-way junction merge



Division 20 Portal Widening and Turnback Facility

Status

- March 2017 – Board certification of Initial Statement/Mitigated Negative Declaration (IS/MND)
 - Includes funding for design
 - Partially funded by \$69.2M Cap & Trade Grant



Division 20 Portal Widening and Turnback Facility

Next Steps

- Summer/Fall 2017 – Prepare Integrated Space Plan to identify opportunities to enhance connectivity and access throughout the Arts District
- Fall 2017 – Identify Real Estate/ROW needs
- 2017-2018 – LRTP
- Funding and implementation



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)		◆ 12/19/2016						⋮						
Public Comment Period (55 Days)			■					⋮						
Board certification of Final IS/MND					◆ 3/2017			⋮						

Last Revised: 5/2017

◆ = Milestone Date

Rail to Rail Active Transportation Corridor (ATC) Connector Project

Status

- March-May 2017 – Held meetings with:
 - Technical Advisory Committee
 - Community Advisory Committee
- April 2017 – Metro Board approval and completion of:
 - Environmental Clearance (CEQA)
 - Preliminary Engineering
- May 2017 – Complete Categorical Exclusion (NEPA)

Next Steps

- Complete Funding Agreement with FTA
- 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



Slauson Corridor Design Concept



Mid-block Concept (typical 30' ROW)

- Asphalt paved walkway and 2-way bike path
- Lighting (spaced every 60')
- Fencing at ROW edge where needed (Metro standard panelized)
- Furnishings & signage
- Bioswales for stormwater run-off treatment with low fencing at edge
- Shade trees
- Diversity of trees/plant species
- Boulders and low, drought tolerant landscape in street buffer



Existing photo of Slauson west of San Pedro (Note: Metro ROW ends 10' from building face in ballast area)

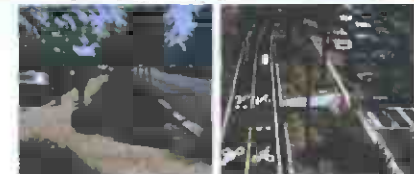


COMPOSITION 30' typical ROW

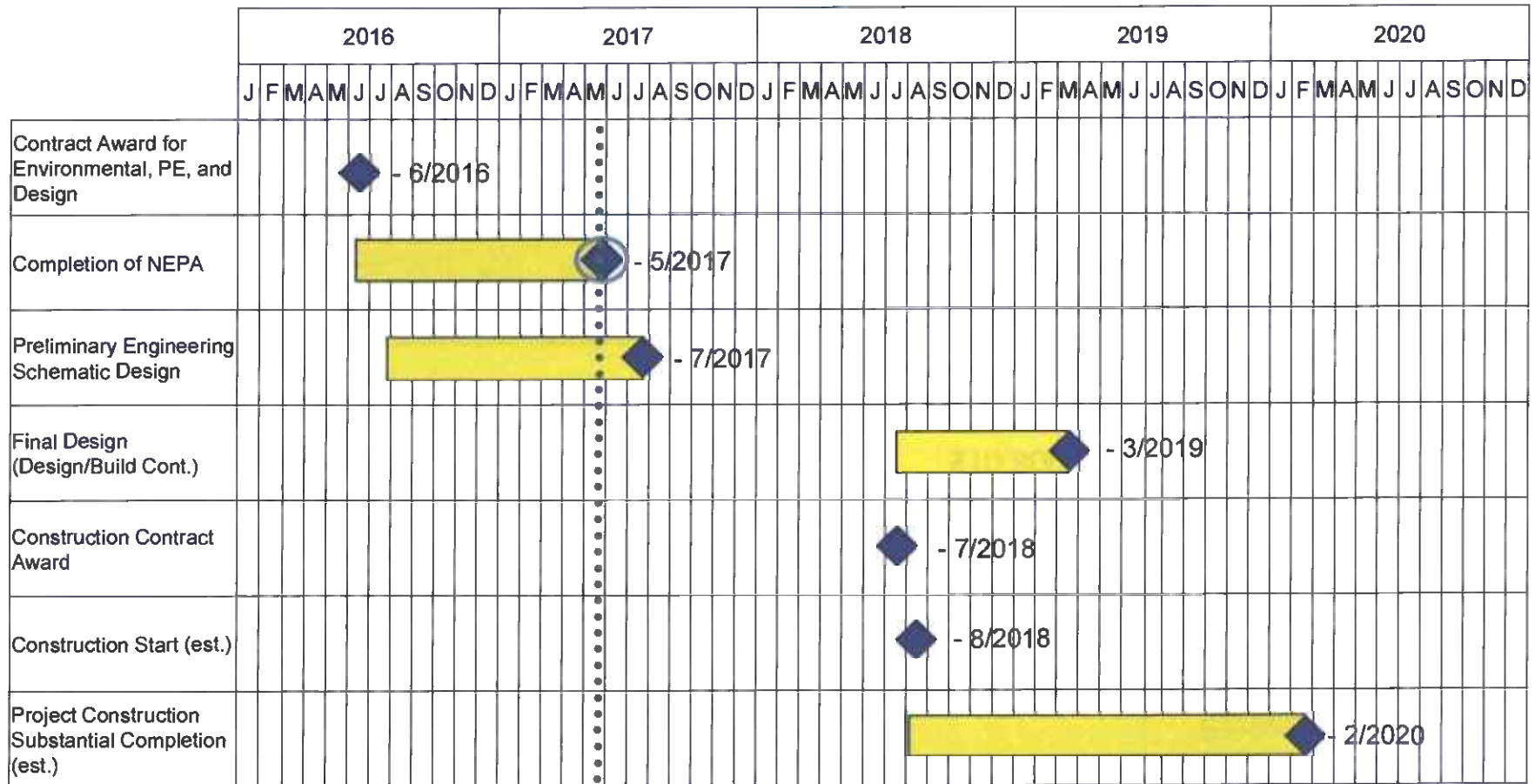
- 11' street buffer
- 5' walking path
- 12' bike path
- 2' property line buffer



Examples of bioswale on pedestrian path (Woodman Ave) and between bikeway & thoroughfare (Queens Plaza Bikeway, NY)



Rail to Rail ATC Connector Project Schedule (est.)



Last Revised: 5/2017

◆ = 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	Jun-17	Sep-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 ³	May-17	Feb-20

³ Expected environmental document per NEPA is a Categorical Exclusion

Cesar Chavez Bus Stop Improvements Project

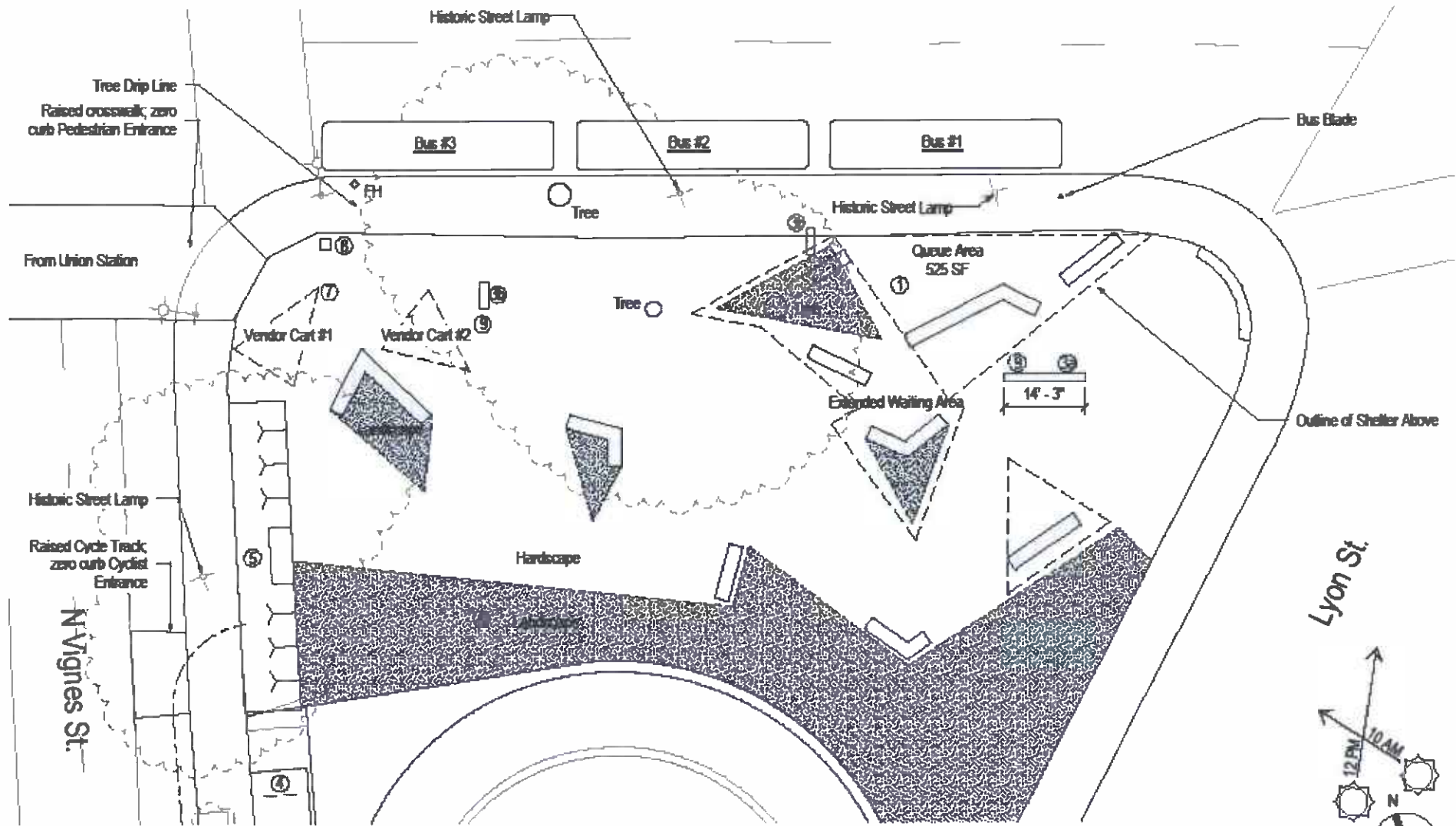
Status

- Site analysis complete
- Design visioning complete
- Conceptual site plan complete – locations of program carefully determined through Metro internal coordination
- Construction coordination started

Next Steps

- Advance design to 35%
- Review cost estimate
- Present to community

Cesar Chavez Bus Stop Improvements Project Conceptual Site Plan – Site



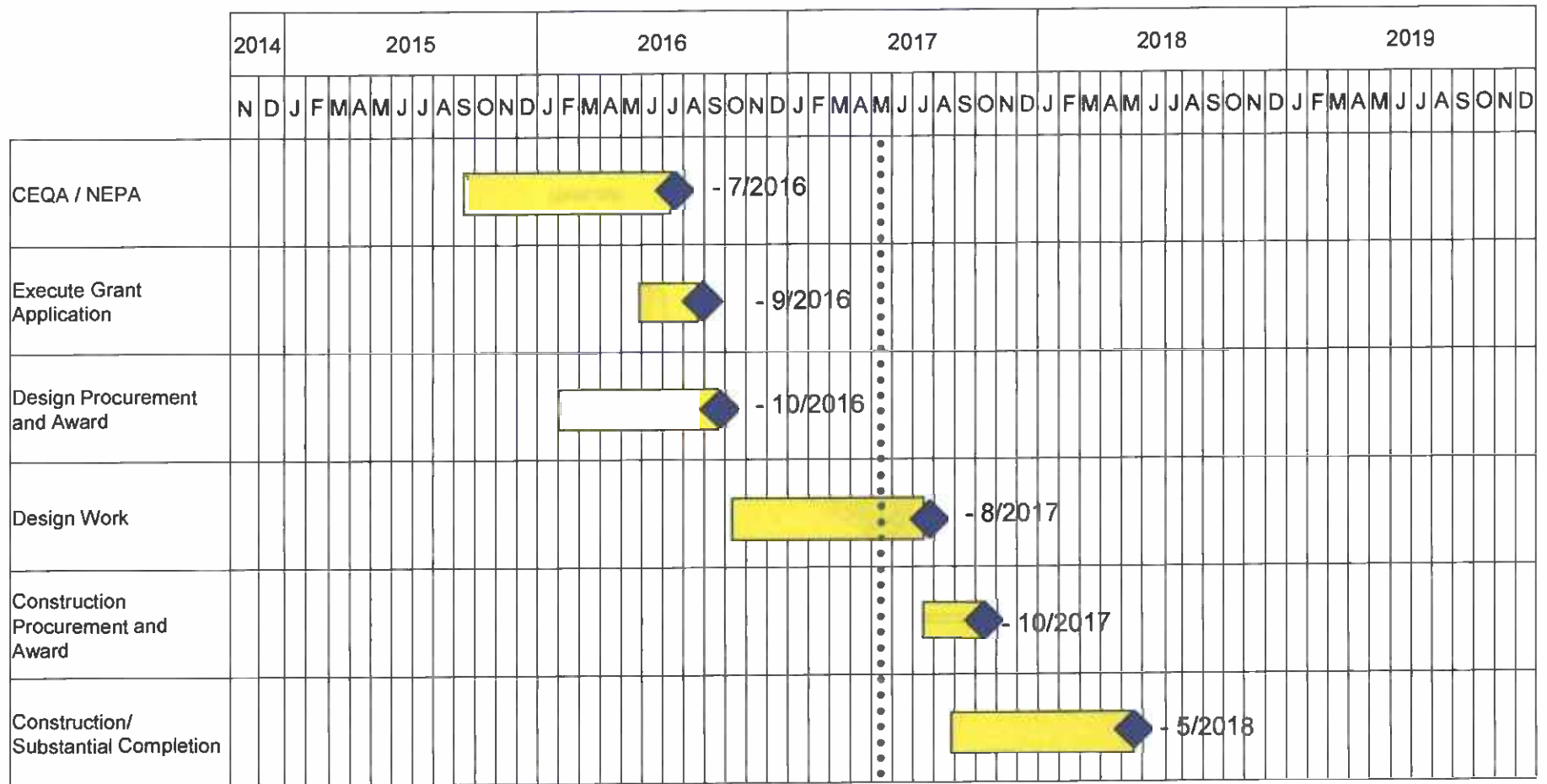
Metro Gensler

SITE PLAN - OPTION A
Cesar Chavez Transit Pavilion

SCALE: 1" = 20'-0"

1

Cesar Chavez Bus Stop Improvements Project Schedule (est.)



◆ = Milestone Date

○ = FTA Action

Last Revised: 5/2017

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	Approved Budget	Current Budget	Expenditures To Date	Forecast to Complete
Design	\$342,849	\$342,849	\$59,458	\$342,849
Construction	\$1,742,848	\$1,742,848	\$0	\$1,742,848
TOTAL	\$2,085,697	\$2,085,697	\$59,458	\$2,085,697

Crenshaw/LAX Transit Project

FTA Quarterly Review – May 31, 2017



Project Description



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

Project Summary

- Overall project progress is 63% complete.
- Design-build contractor on schedule.
- Nearly complete with unknown impact areas.

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: MARCH 2017
 UNITS IN DOLLARS

SCC CODE	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS			EXPENDITURES		CURRENT FORECAST		CURRENT BUDGET/ FORECAST VARIANCE
			PERIOD	TO DATE	PREVIOUS	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
10	GUIDEWAYS	471,335,000	-	452,500,001	443,119,255	6,840,745	449,960,000	18,502,582	306,487,652	-	450,354,375	(2,145,626)
20	STATIONS	153,906,000	-	316,050,000	304,257,429	10,792,571	315,050,000	13,010,932	154,381,376	-	315,050,000	(1,000,000)
30	SOUTHWESTERN YARD	66,673,000	-	73,245,544	71,053,330	-	71,053,330	653,524	23,448,617	-	71,164,000	(2,081,544)
40	SITWORK/SPECIAL CONDITIONS	235,576,000	-	348,565,999	376,618,338	10,620,349	387,238,687	15,413,325	292,650,348	-	395,798,361	47,232,362
50	SYSTEMS	125,132,000	-	169,311,000	152,772,828	1,909,382	154,682,210	4,772,156	24,780,657	-	169,436,000	125,000
CONSTRUCTION SUBTOTAL (10-50)		1,052,622,000	-	1,359,672,544	1,347,821,180	30,163,047	1,377,984,227	52,352,519	801,748,650	-	1,401,802,736	42,130,192
60	RIGHT-OF-WAY	132,294,000	-	127,400,000	123,423,092	20,932	123,444,024	26,505	121,689,078	-	127,490,000	90,000
70	LRT VEHICLES	87,780,000	-	82,100,000	82,050,901	-	82,050,901	1,918,846	19,332,082	-	83,571,544	1,471,544
80	PROFESSIONAL SERVICES	273,147,000	-	300,093,178	318,862,417	650,427	319,512,845	3,995,000	271,112,882	310,351	369,044,816	68,951,638
SUBTOTAL (10-80)		1,545,843,000	-	1,869,265,722	1,872,157,590	30,834,406	1,902,991,997	58,292,870	1,213,882,691	310,351	1,981,909,097	112,643,375
90	UNALLOCATED CONTINGENCY	177,157,000	-	162,734,278	-	-	-	-	-	(310,351)	50,090,903	(112,643,375)
TOTAL PROJECT 865512 with SWY 49% (10-100)		1,723,000,000	-	2,032,000,000	1,872,157,590	30,834,406	1,902,991,997	58,292,870	1,213,882,691	-	2,032,000,000	-
ENVIRONMENTAL/PLANNING - 405512		5,526,150	-	5,526,150	5,526,150	-	5,526,150	-	5,526,150	-	5,526,150	-
ENVIRONMENTAL/PLANNING - 465512		20,473,850	-	20,473,850	20,023,237	-	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	-	25,549,388	-	26,000,000	-
TOTAL PROJECTS 405512, 465512 & 865512		1,749,000,000	-	2,058,000,000	1,897,706,978	30,834,406	1,928,541,384	58,292,870	1,239,432,079	-	2,058,000,000	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH 31-MAR-2017.

Expenditures do not include pending invoice(s) for major construction & professional service contracts incurred for February 2017.

Contract C0988 - Design Builder WSCC \$ 22,564,416.77 PA# 44 (\$22,413,795.77 fund by 865512 and \$156,621.00 by non-Crenshaw/LAX project funding)

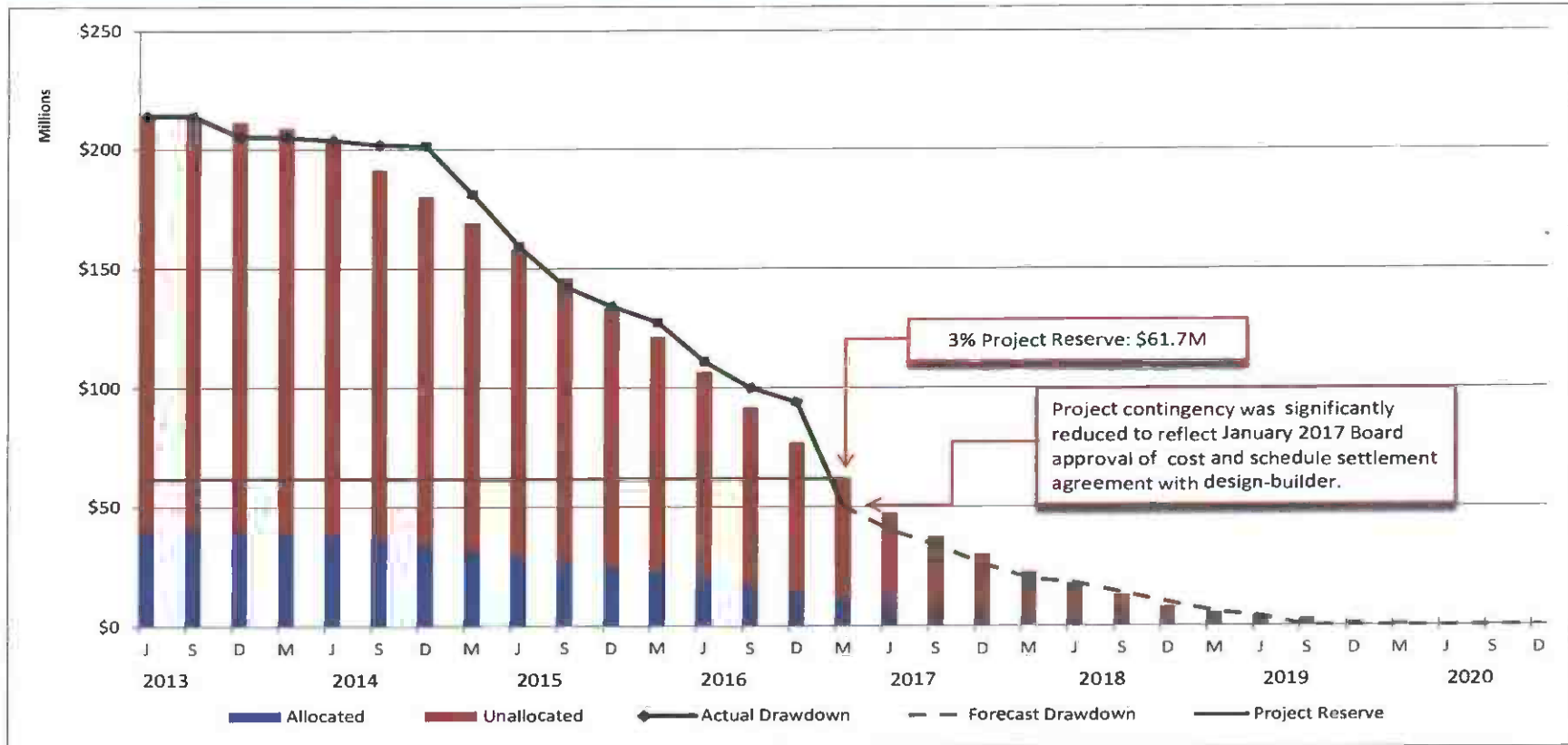
Contract C0991 - Southwestern Yard (D/B) \$ - PA# 20 (period ending 3/31/2017 has not been received by Metro)

\$ 22,564,416.77



Metro

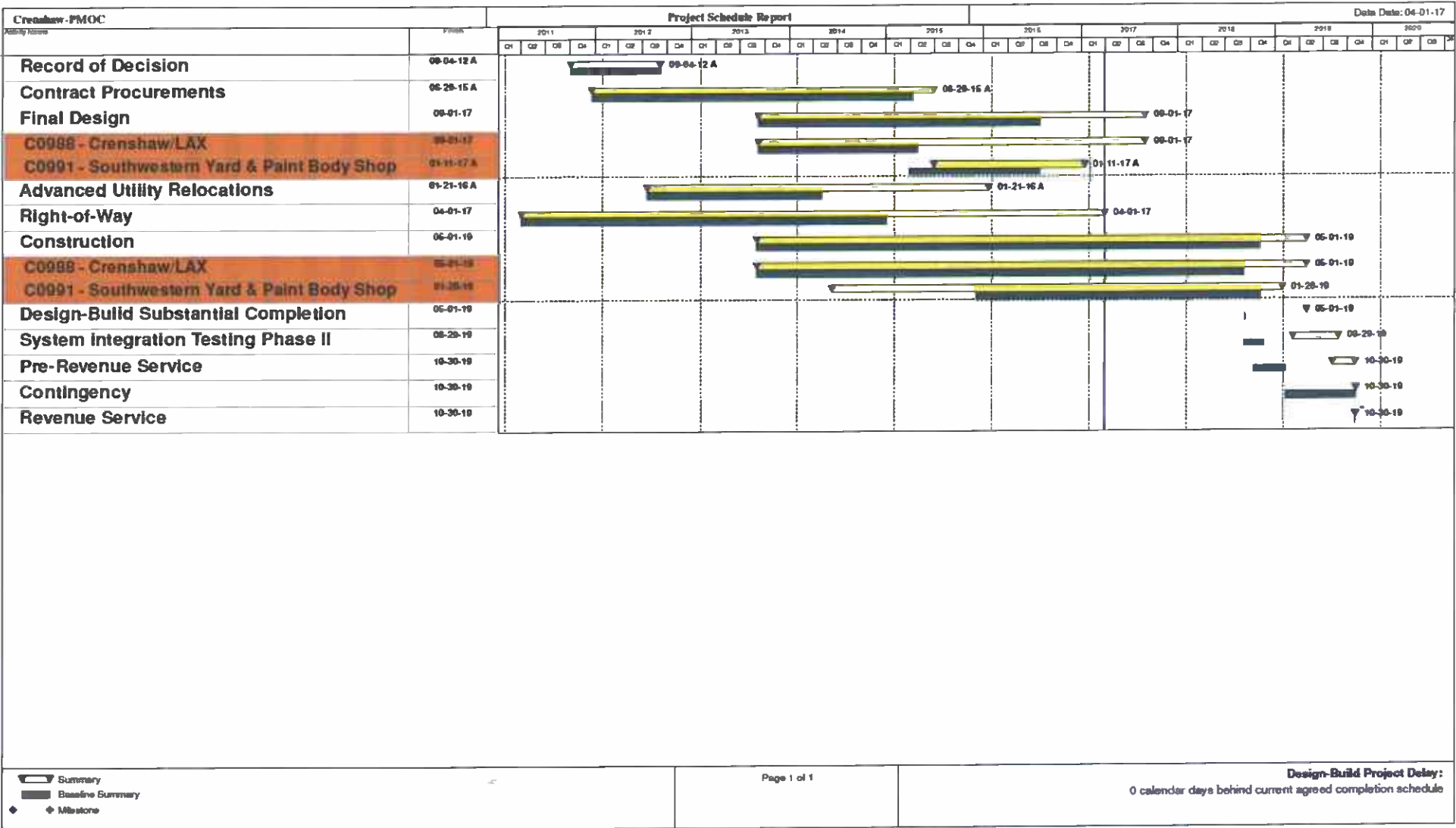
Budget Contingency Drawdown (Allocated and Unallocated with an Accounting of Shifts)



PROJECT COST CONTINGENCY (through 31-Mar-2017)					
UNITS IN DOLLARS					
	Original Contingency (Budget)	Previous Period	Current Period	To-Date	Remaining Contingency (Forecast)
Unallocated Contingency	173,500,000	(123,098,746)	(310,351)	(123,409,097)	50,090,903
Allocated Contingency	40,366,792	(40,366,792)	-	(40,366,792)	0
Total Contingency	213,866,792	(163,465,538)	(310,351)	(163,775,889)	50,090,903



Schedule Status Planned vs. Actual



Major Project Status

Construction Progress – Alignment D-B C0988

- Completed mining to Leimert Park Station on April 6, 2017.
- Contractor completed first grade crossing at Centinela Ave.
- All six underground structures on schedule.
- Street widening continues in Park Mesa Heights area.

Construction Photos



Tunnel boring machine hole thru at Leimert Park Station.



Completed first grade crossing at Centinela Avenue.

Major Project Status

Construction Progress-Southwestern Yard D-B C0991

- Contractor substantially complete with final design.
- Continued with structural excavation and concrete placement of main shop building deep foundations.
- Continued underground utilities work.



Metro

Community Relations Outreach Status

- Monitoring the utilization of temporary construction and city-owned parking lots.
- Working closely with Metro Bus Operations to resolve service issues on alignment.
- Working with the local Council Office to address pedestrian safety concerns in Park Mesa Heights area.

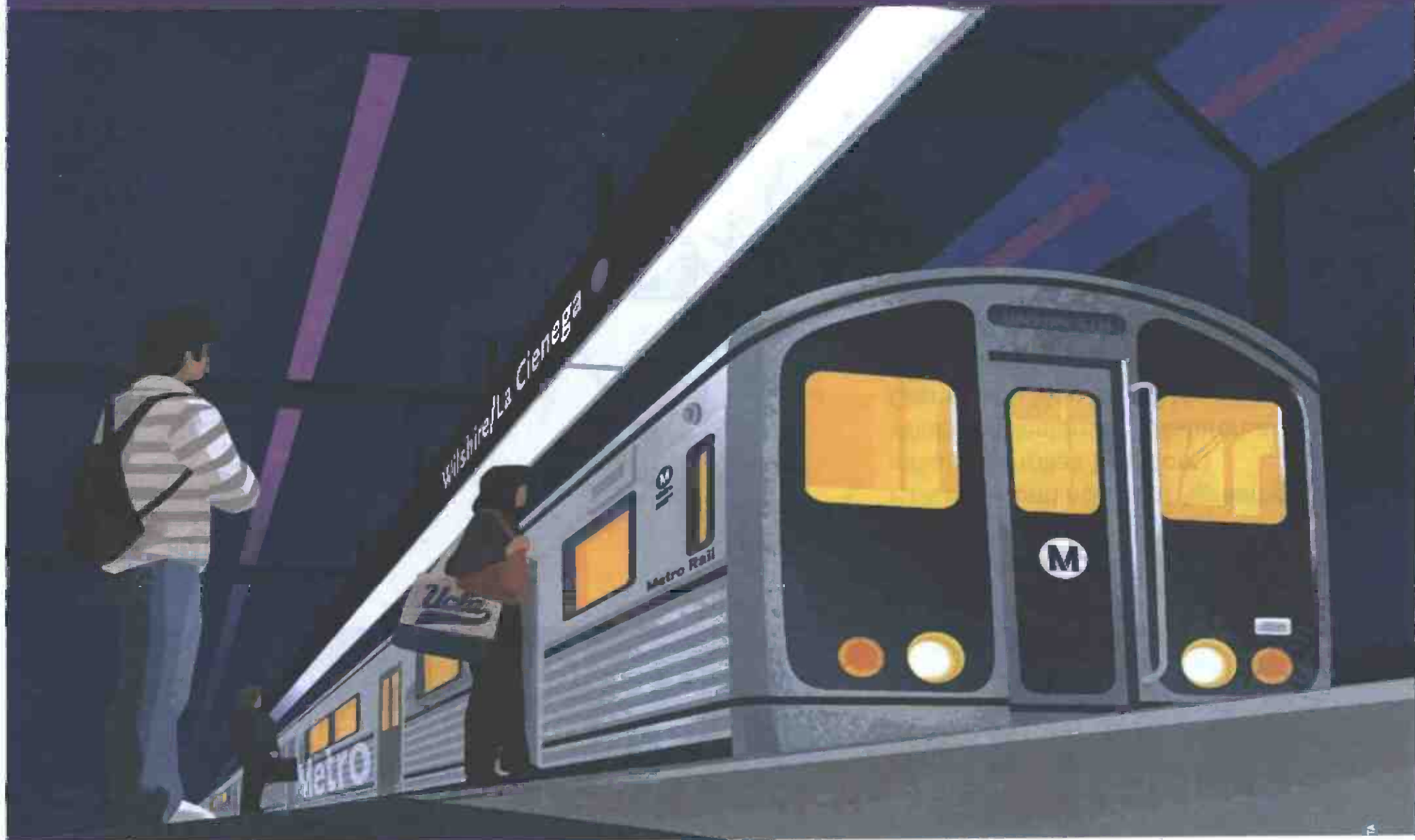
DBE Participation Status for Design and Construction Contracts C0988 & C0991

- Design goals for Southwestern Yard and Alignment were met.
- Construction commitment for alignment contract is 20% versus goal of 20%.
- Construction commitment for SWY contract is 16% versus goal of 16%.

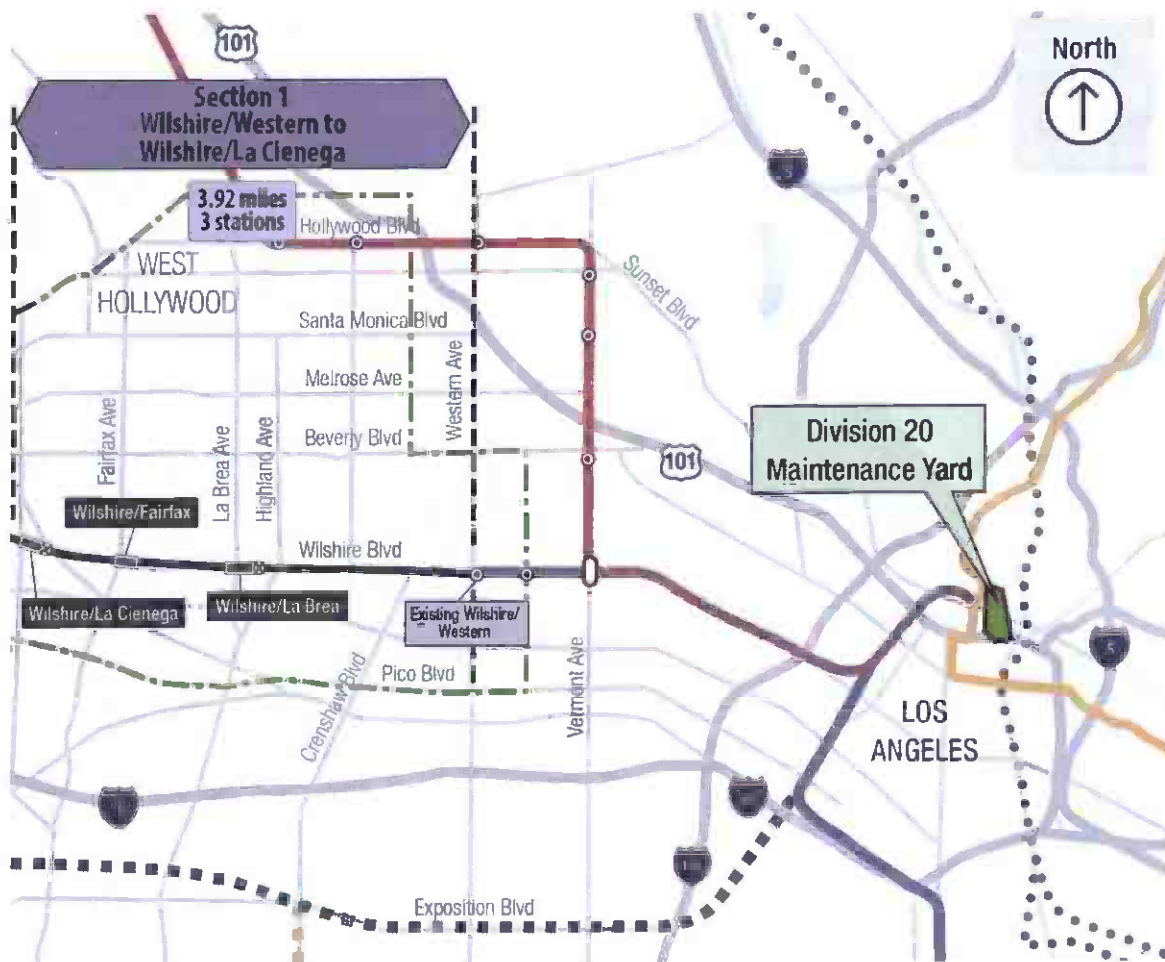
Top Risks and Mitigations

RISK ID	RISK DESCRIPTION	RISK SCORE	MITIGATION STRATEGIES
124	Testing prior to pre-rev operations may take longer than expected, resulting in increased Metro CMSS staff costs and delays to RSD.	18	Prepare appropriate testing schedule and review with operations people.
290	The over-the-shoulder approach to systems design review, without a paper trail, creates a risk of comments from stakeholders that will lead to scope changes, cost increases and delays	16	Establish an escalation ladder to resolve Metro Operation Department requests that are rejected.
274	Cut over to the operating Metro Green Line-construction Risk (Tie-In) <ul style="list-style-type: none"> a. Wayside Train control b. ETS c. Passenger information d. Change of Operation 	12	Identify potential issues at regular workshops.

Westside Purple Line Extension Section 1 Project
FTA Quarterly Review Meeting
May 31, 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 Current/Forecast Project Cost Status by SCC

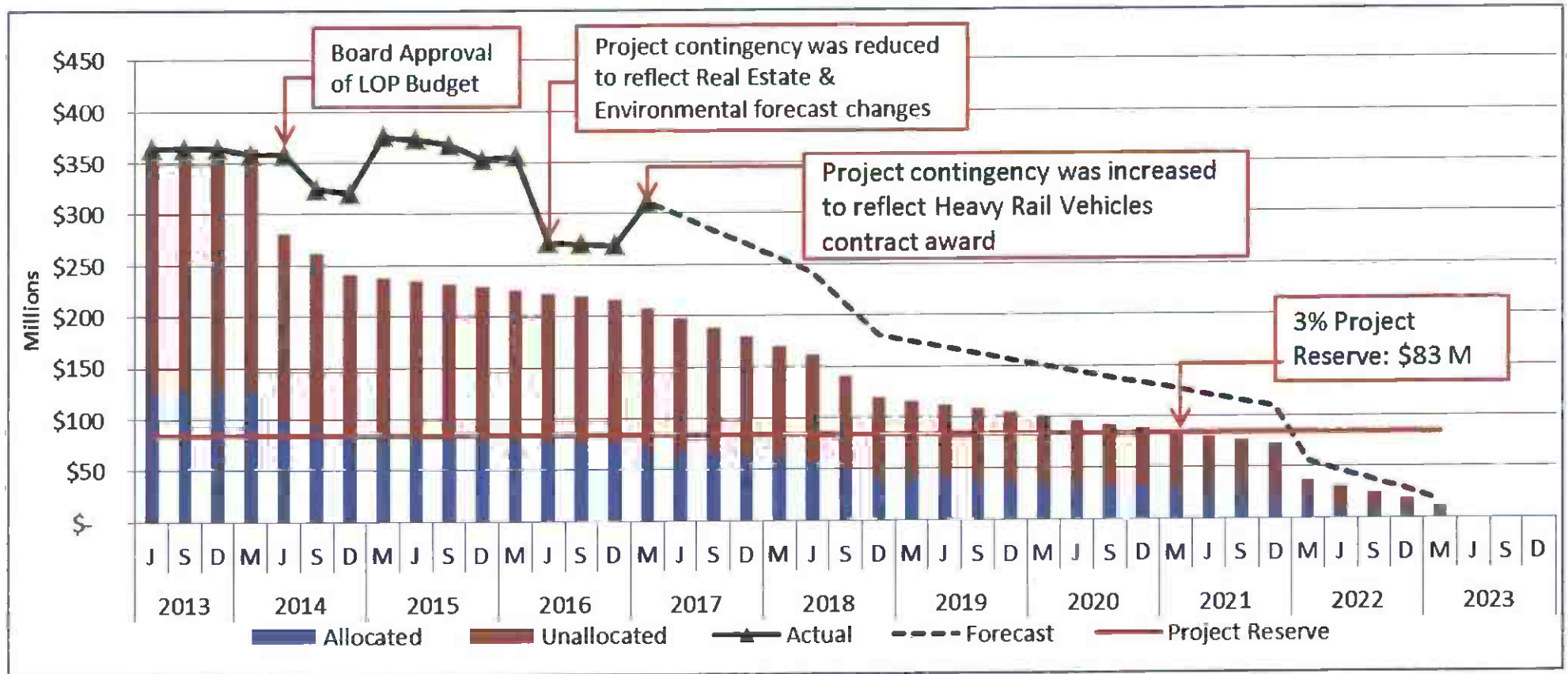
DOLLARS IN THOUSANDS

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	43,195	387,938	7,258
20	STATIONS, STOPS, TERMINALS, INTERMODAL	570,051	431,981	435,457	53,187	458,755	26,774
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	39,086	37,673	34,792	2,007	39,327	1,655
40	SITWORK & SPECIAL CONDITIONS	139,820	745,771	770,901	437,779	791,888	46,117
50	SYSTEMS	123,579	111,625	98,008	11,226	113,574	1,949
CONSTRUCTION SUBTOTAL (10-50)		1,437,616	1,707,730	1,720,128	547,394	1,791,482	83,752
60	ROW, LAND, EXISTING IMPROVEMENTS	212,475	135,103	190,036	171,324	190,036	54,932
70	VEHICLES	160,196	160,196	98,118	-	108,302	(51,893)
80	PROFESSIONAL SERVICES	410,342	410,926	281,152	238,181	414,075	3,149
SUBTOTAL (10-80)		2,220,629	2,413,955	2,289,433	956,899	2,503,894	89,940
90	UNALLOCATED CONTINGENCY	225,859	32,532	-	-	252,642	220,109
100	FINANCE CHARGES	375,470	375,470	-	-	331,065	(44,405)
TOTAL PROJECT (10-100)		2,821,957	2,821,957	2,289,433	956,899	3,087,601	265,644

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MARCH 2017 PLUS PENDING INVOICES FROM PB, WEST, C1045, AND C1078

* CURRENT PROJECT BUDGET LESS CONCURRENT NON-FFGA ACTIVITIES

Westside Purple Line Extension Section 1 Project Project Cost Contingency Drawdown



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

WPLE Section 1 - Wilshire/Western to La Cienega - March 2017		Project Schedule Report												Data Date: 01-Apr-17																									
Activity Name	Finish	<table border="1" style="font-size: 8px; border-collapse: collapse; width: 100%;"> <tr> <th>2015</th><th>2016</th><th>2017</th><th>2018</th><th>2019</th><th>2020</th><th>2021</th><th>2022</th><th>2023</th><th>2024</th><th>2025</th><th>2026</th><th>2027</th> </tr> <tr> <td>Q</td><td>Q</td><td>Q</td><td>Q</td><td>Q</td><td>Q</td><td>Q</td><td>Q</td><td>Q</td><td>Q</td><td>Q</td><td>Q</td><td>Q</td> </tr> </table>												2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027																											
Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q																											
Record of Decision	09-Aug-12 A																																						
Contract Procurements	30-Sep-15 A																																						
Right-of-Way	31-Jan-17 A																																						
Advanced Utility Reloc.	10-Apr-17																																						
Final Design - DB	28-Apr-17																																						
Construction	29-Aug-23																																						
Testing/Pre-Rev. Svc.	07-Nov-23																																						
Forecast RSD	08-Nov-23*																																						
FFGA RSD	31-Oct-24*																																						

Primary Baseline
 Remaining Work
 Milestone

Actual Work
 Critical Remaining Work

Westside Purple Line Extension Section 1 Project Progress Status

Memorandum Of Agreement (MOA)

- The MOA has been signed. Work at the Wilshire/La Cienega Station location is currently being performed under the terms of this MOA with the City of Beverly Hills.
- Escrow on the Gale Property (Parcel W-2307) has opened.

Final Design

- The overall progress of the six Design Units (DUs) is 98% complete. Five out of six DUs have been completed. The final Design Unit (DU #6 - Systems) AFC set is currently under review by Metro.

Construction

- The overall Project construction progress is 18.60% versus a planned of 10.91% through March 2017.

Westside Purple Line Extension Section 1 Project

Advanced Utility Relocations, Stations, Tunnels and Systems



Installing Strut at Wilshire/La Brea Station



Decking Operation at Wilshire/Fairfax Station

- Excavation for the Wilshire/La Brea Station commenced on October 12, 2016 and continues beneath the deck panels. The current focus is on completing the first level walers and struts. The second level of station excavation has started.
- The Wilshire/Fairfax pile installation operation completed on February 8, 2017. Street decking commenced on the weekend of February 11, 2017. There are 18 weekend closures planned for this operation. Nine weekend closures have been completed through May 8, 2017.
- The Wilshire/La Cienega Station piling operation commenced on March 20, 2017. The installation of noise barrier/gates at the construction staging site at La Cienega is nearing completion.
- The jet grouting operation along Wilshire Boulevard at the cross passages (CP) continues. Work is completed at CP four and at CP five. Jet grouting is now moving to La Cienega Station. This work along the tunnel section from Wilshire/La Brea to Wilshire/Western 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 Division 20 MOW/NRV Building - Design/Build Contract C1078



Clark Construction Group/Gruen Associates 30% Design Submittal



Sewer Line Excavation for 6 inch PVC Pipe

- Right-of-entry to do construction has been executed between Chalmers and Metro. Escrow is open and prerequisites for closing are being determined.
- Final storm drain design and shoring plans have been approved by LABOE.
- Material for RCP pipe on site. Construction planned to start on May 8, 2017 for storm drain.
- Phase II (Arcadis backfill and compaction) is planned to start in late May 2017.
- Clark construction mobilization is tentatively planned for July 2017.
- Chalmers completed the sanitary sewer lateral and sump pump across Lucky Brand Jeans.

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 March 2017)

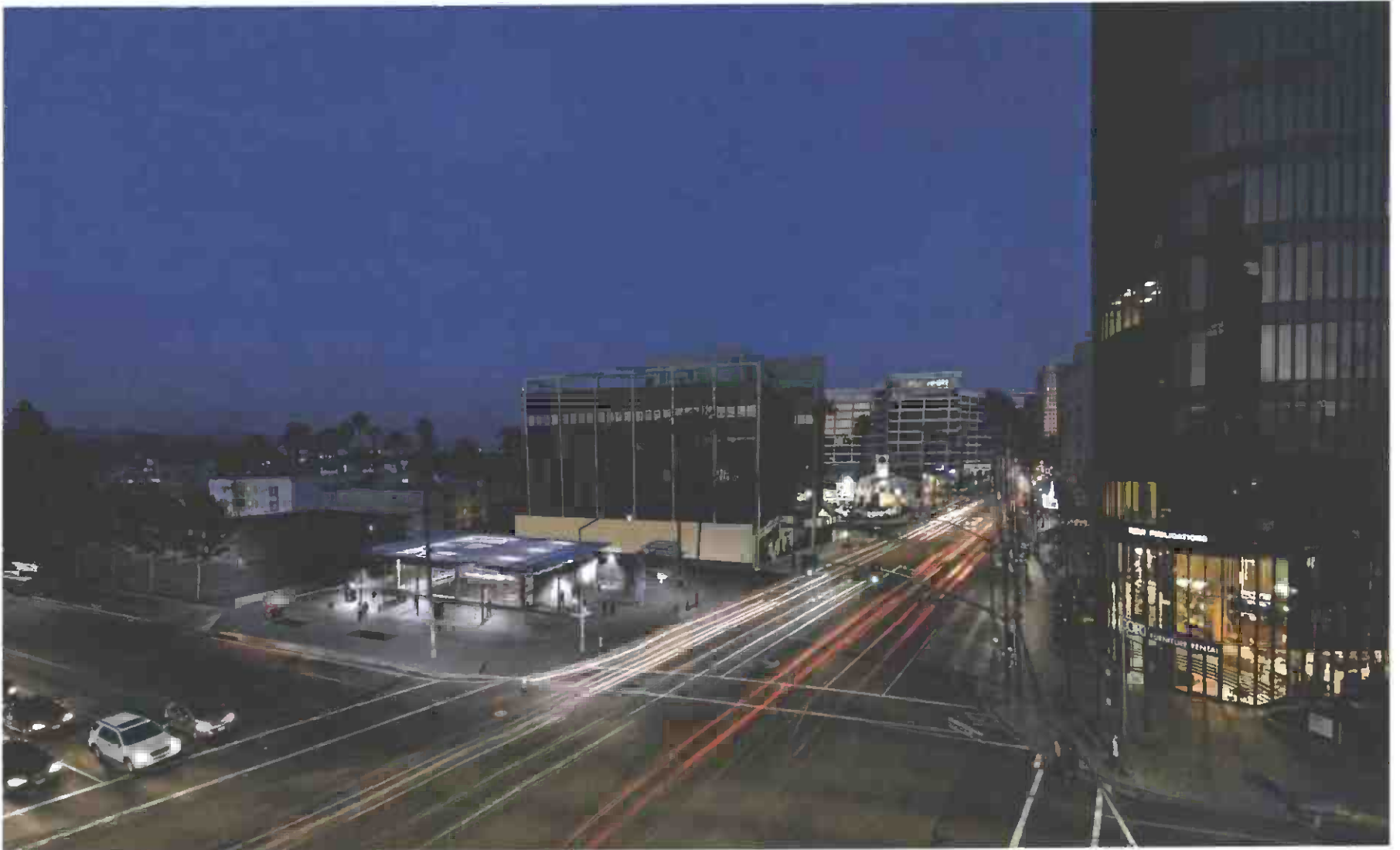
- DBE Goal – Design 20%
- Current DBE Commitment \$12,969,370 (20.25%)
- Current DBE Participation \$10,304,171 (17.31%)
- Fourteen (14) Design DBE subcontractors have been identified for Design

- DBE Goal – Construction 17%
- Current DBE Commitment \$259,306,471 (17%)
- Current DBE Participation \$44,222,030 (10.89%)
- Eighty-nine (89) Construction DBE subcontractors have been identified to-date

Westside Purple Line Extension Section 1 Project Top Risks & Mitigations

Risk ID	Risk Description	Action Items	Risk Score
633.0	Cost of ROW acquisition 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. FTA has approved the property sale. Escrow on the property has opened. 	15
631.0	Impacts of executed MOA with City of Beverly Hills results in schedule delays and cost impacts for work hour extensions.	<ol style="list-style-type: none"> 1. Continued meetings and coordination with City of Beverly Hills. 	10.5
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
628.0	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
202.0	Areas with concentrated methane and H2S presence will complicate construction progress and safety, increase price and may cause delays.	<ol style="list-style-type: none"> 1. Metro has strict safety requirements in place, which are part of the safety requirements for contractors. Metro will further supplement existing safety requirements based on Geotechnical/Environmental investigations. 2. Additional geotechnical investigations are being performed by the DB contractor (Goulder & Associates). Supplemental reports/findings to follow. 	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
May 31, 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. TIFIA Loan - December 20, 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 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 (TPOG), 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 of Award for Contract C1120 was issued on January 31, 2017 and Notice to Proceed on April 26, 2017.

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

Century City Constellation Station

- Telecom joint trench – Approximately 82% of trench has been completed to date. Anticipated completion: Duct bank construction - June 2017. Cable pulling/splicing - September 2017.
- SCG - Construction anticipated to begin July 2017.
- AT&T – Construction anticipated to begin July 2017.
- LADWP Power – Construction anticipated to start in May 2017.
- LADWP Water Inside TBM Launch Box – Construction anticipated to start in May 2017.

Wilshire/Rodeo Station

- SCE - Approval of permit by the Beverly Hills City Council is anticipated in June 2017. Construction anticipated to begin July 2017.
- SCG– Awaiting COBH staff comments on final WTCP and design plans.
- AT&T - Awaiting COBH staff comments on final WTCP.



Joint Trench Construction at
Constellation Blvd / Avenue of the Stars

Westside Purple Line Extension Section 2 Project Current Project Cost Status

DOLLARS IN THOUSANDS

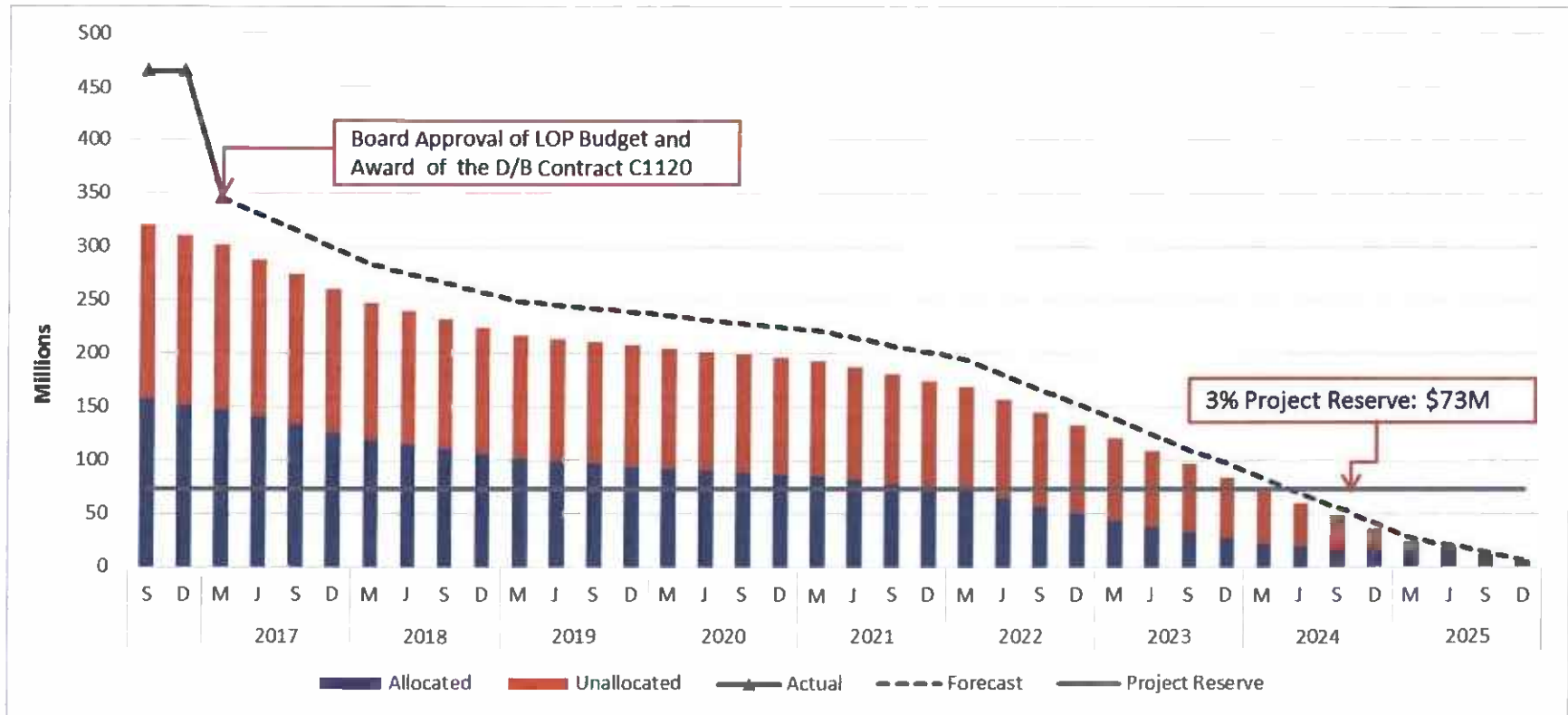
SCC CODE	DESCRIPTION	APPROVED FFGA BUDGET	CURRENT BUDGET ¹	COMMITMENTS	EXPENDITURES	CURRENT FORECAST	CURRENT BUDGET / CURRENT FORECAST VARIANCE
10	GUIDEWAY & TRACK ELEMENTS	385,323	346,440	329,943	-	346,440	-
20	STATIONS, STOPS, TERMINALS, INTERMODAL	517,378	434,990	410,368	-	434,990	-
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	-	-	-	-	-	-
40	SITWORK & SPECIAL CONDITIONS	406,955	537,107	515,005	4,322	537,107	-
50	SYSTEMS	96,734	81,457	68,537	-	81,457	-
	CONSTRUCTION SUBTOTAL (10-50)	1,406,389	1,399,994	1,323,853	4,322	1,399,994	
60	ROW, LAND, EXISTING IMPROVEMENTS	312,422	419,396	163,839	95,087	419,396	-
70	VEHICLES	85,351	42,000	-	-	42,000	-
80	PROFESSIONAL SERVICES	383,941	373,478	167,487	52,739	373,478	-
	SUBTOTAL (10-80)	2,188,104	2,234,869	1,655,179	152,148	2,234,869	
90	UNALLOCATED CONTINGENCY	222,441	175,676	-	-	175,676	-
100	FINANCE CHARGES	88,695	88,695	-	-	88,695	-
	TOTAL (10-100)	2,499,240	2,499,240	1,655,179	152,148	2,499,240	

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MARCH 2017 PLUS PENDING INVOICE FROM PB












EXCLUDES CONCURRENT NON-FFGA PROJECT ACTIVITIES

¹ APPROVED LIFE OF PROJECT (LOP) PLUS FINANCE CHARGES

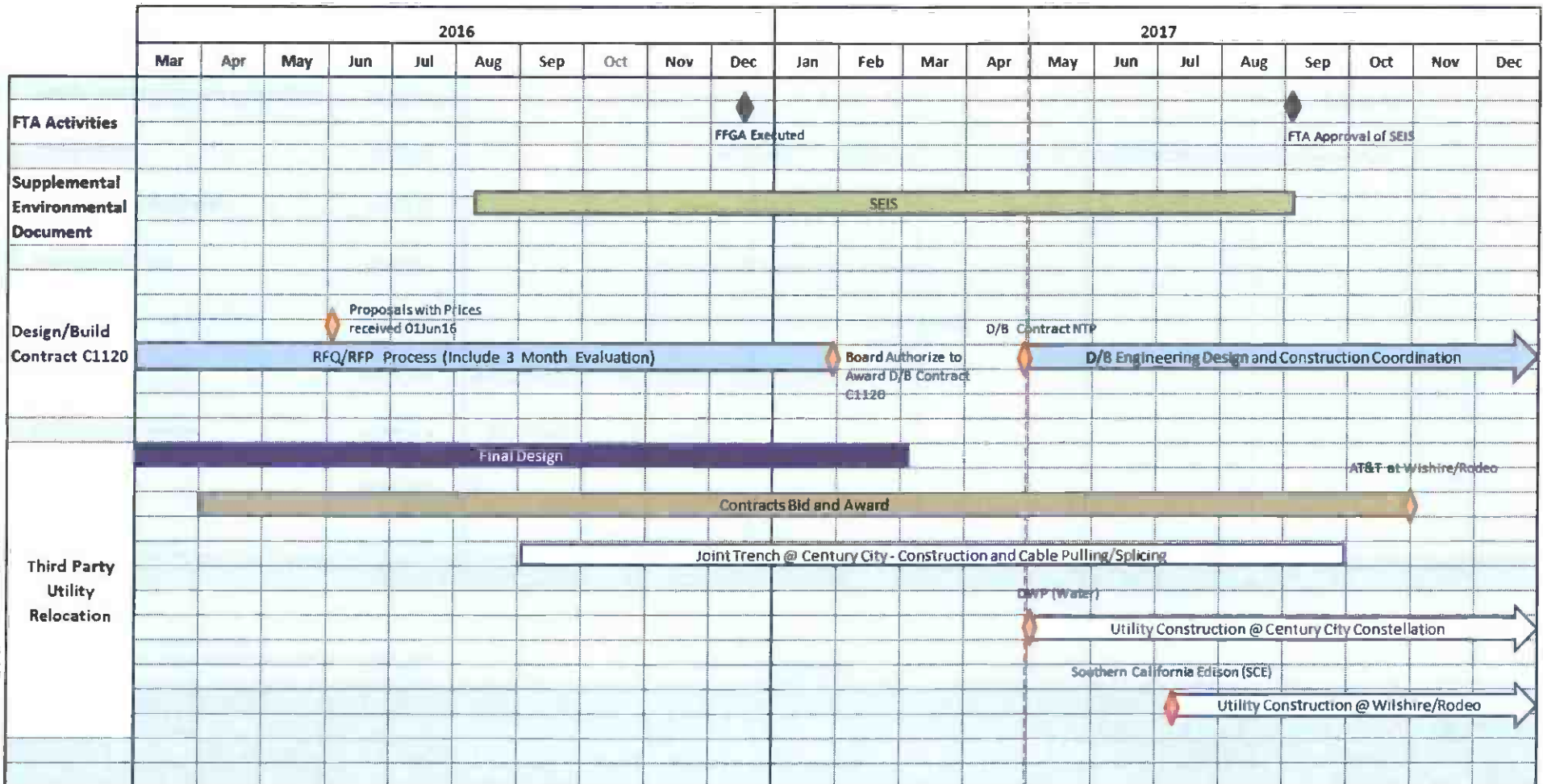
Westside Purple Line Extension Section 2 Project Project Cost Contingency Drawdown



Westside Purple Line Extension Section 2 Project Master Program Schedule

WPLE Section 2 - Wilshire/La Cienega to Century City Constellation - Current Schedule		Project Schedule Report																																			
Activity Name	From	2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027																																			
		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	Q1	Q2	Q3	Q4
Record of Decision	09-Aug-12 A																																				
FEIS / SEIS	02-Mar-15 A																																				
Contract Procurement	20-May-15 A																																				
Right of Way	02-Mar-15 A																																				
Advanced Utility Relocations	06-Sep-16 A																																				
Final Design - D/B	01-May-17																																				
Construction Mobilization	09-Aug-17																																				
Construction	14-Feb-18																																				
Design-Build Substantial Completion	27-May-25																																				
Testing & Pre-Revenue Ops	24-Dec-24																																				
Forecast Revenue Service Date	29-Aug-25																																				
FFGA Revenue Service Date	31-Dec-26																																				

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 Score	Action Items
396.0	Delayed negotiations on MOA with City of Beverly Hills for utility work and DB contract could delay the Project and/or result in additional project costs.	18	1. Metro will continue developing agreements based on current MOA.
125.2	Utility relocations could delay construction.	13.5	1. Work with City and Utility Owners to expedite obtaining permits, and complete design and construction on schedule. 2. Execute Memorandum of Agreement (MOA) for AUR
33.2	Acquisition of property goes to condemnation and/or legal battle and project is delayed.	10.5	1. Current project schedule accounts for additional time required for condemnation.
281.2	City resources availability may be over burdened and construction activities cannot occur concurrently, as envisioned, leading to schedule delays and increased project costs.	9	1. Metro has reviewed construction durations in ACE/PE through constructability and industry review and adjusted Project schedule and cost estimate accordingly.
126.2	Private utility companies may have resource constraints for meeting project schedule.	9	1. Maintain close coordination with utility companies and resequence utility work as necessary.

Westside Purple Line Extension Section 2 Project

Discussion



Wilshire/Rodeo Station

Westside Purple Line Extension Section 3 Project FTA Quarterly Review Meeting May 31, 2017

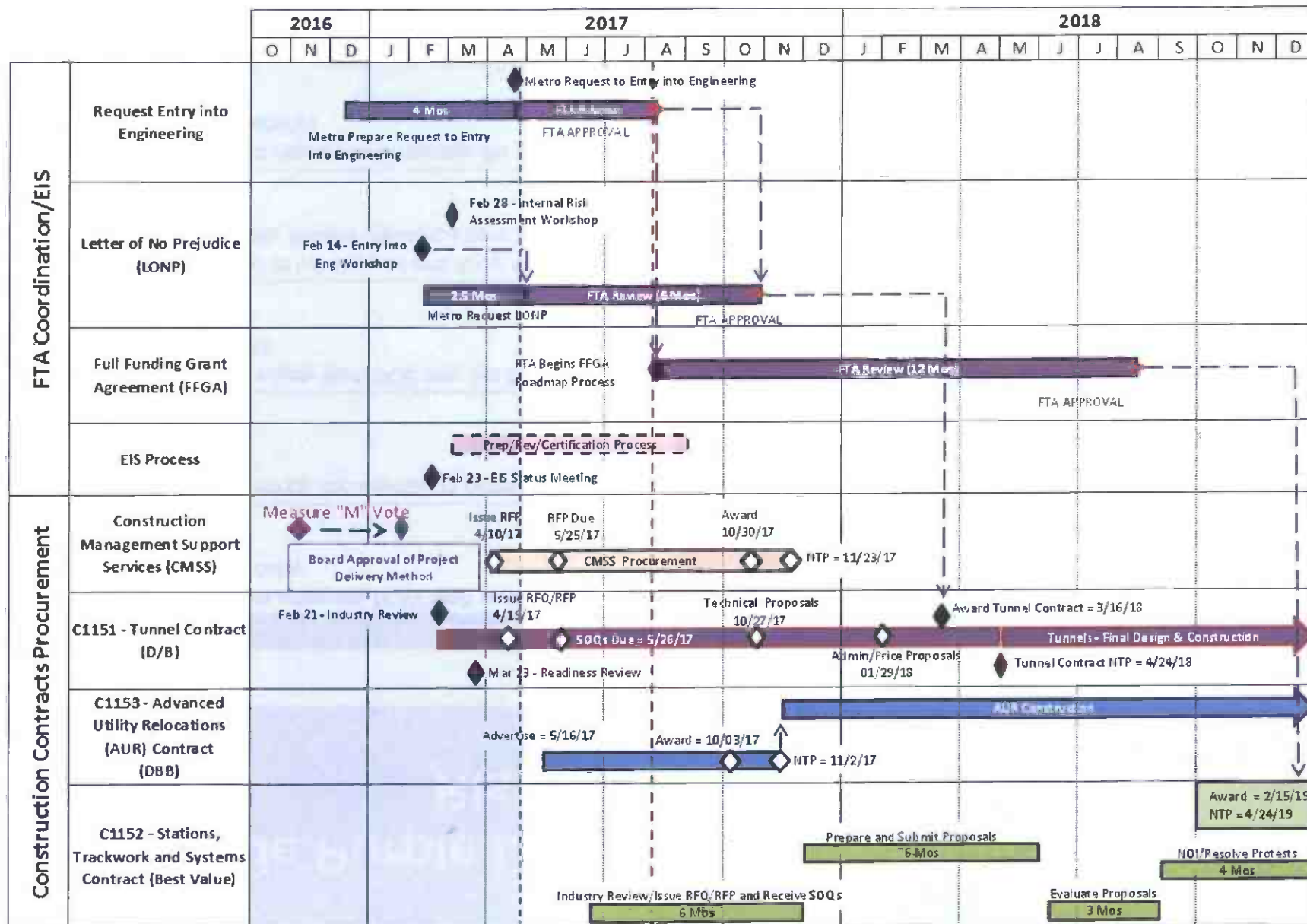


Westside Purple Line Extension Section 3 Project (Century City Constellation to Westwood/VA Hospital) Project Description



- FTA Record of Decision for entire 9-mile Project - August 9, 2012
- Extension of Purple Line from future Century City Constellation Station (Section 2 Project)
- Twin-bored tunnels and 2 new subway stations:
 - Westwood/UCLA
 - Westwood/VA Hospital
- Capital Cost Estimate (YOE Dollars): \$3.48 Billion
- Revenue Service Date:
 - Forecast – TBD

Westside Purple Line Extension Section 3 Project Preliminary Near-Term Activities Schedule



Westside Purple Line Extension Section 3 Project Risk Register Status

Risk ID	Risk Description	Risk Score	Action Items
659.3	Metro does not have adequate ROW staff and appraisers may result in schedule delay.	25	<ol style="list-style-type: none"> 1. Metro to hire additional staff. 2. Metro to use consultants through existing contracts, where possible.
652.3	Additional environmental documentation process delays tunnel contract.	25	<ol style="list-style-type: none"> 1. Determine what additional environmental documentation may be required.
383.3	Temporary power supply from SCE may not be available in time to power TBM's	22.5	<ol style="list-style-type: none"> 1. Continue negotiations with SCE meanwhile develop alternative power source (environmental clearance may be required).
567.0	Properties required at VA Hospital and Army Reserve sites may not be available. Project opposition from VA Hospital.	20	<ol style="list-style-type: none"> 1. Establish MOUs with VA Hospital and Army Reserve.
645.0	Availability of Metro resources to manage the project (capacity and capability)	18	<ol style="list-style-type: none"> 1. Metro to provide necessary resources to manage the project.

Regional Connector Transit Corridor FTA Quarterly Review Meeting May 31, 2017



Metro

Project Description

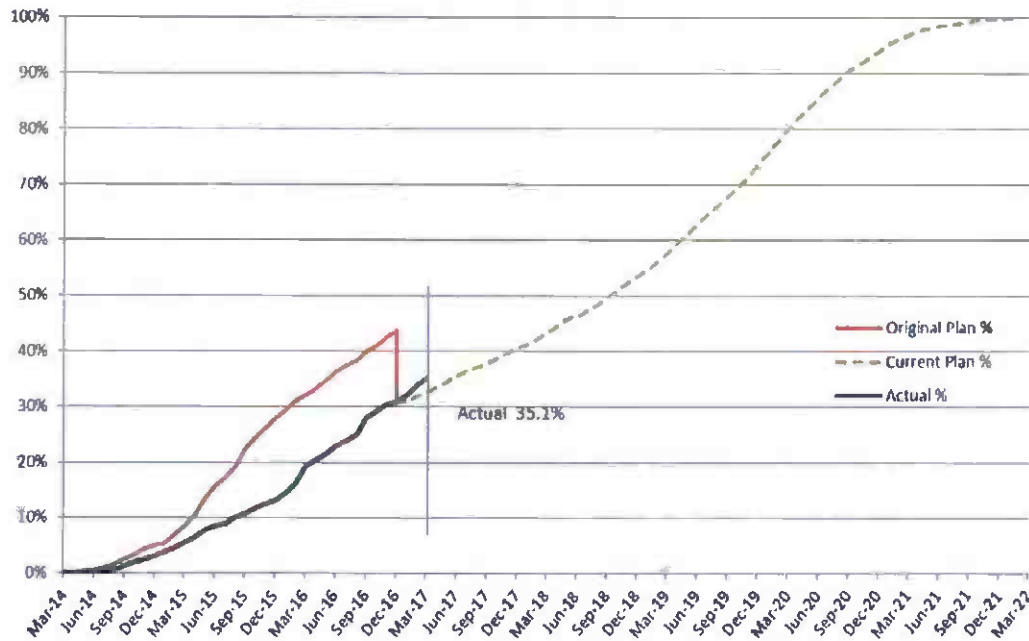
- 1.9 mile Link Connecting Blue & Expo Lines with Gold Line
- 3 New Stations
- \$1.756 Billion (Life of Project Budget)
- 90,000 Daily Project Transit Trips
- 17,700 Daily New Transit Trips



Project Progress Summary

Overall Project Progress	35%
Final Design	98%
Construction Progress	31%
Recordable Incident Rate	0.89

Overall Project Progress as of April 2017



Issues Being Actively Managed

Flower Street Construction

- Decking
 - Advancing south between 4th and 5th
- TBM Retrieval Shaft
 - TCP permit under development
 - Outlook supports TBM schedule
- DWP Relocation
 - RCC trenching underway
 - Seeking BPW Approval for closure
 - CALTRANS closure of 6th Street off-ramp near approval; 130c status



Deck beam Installation at 5th and Flower

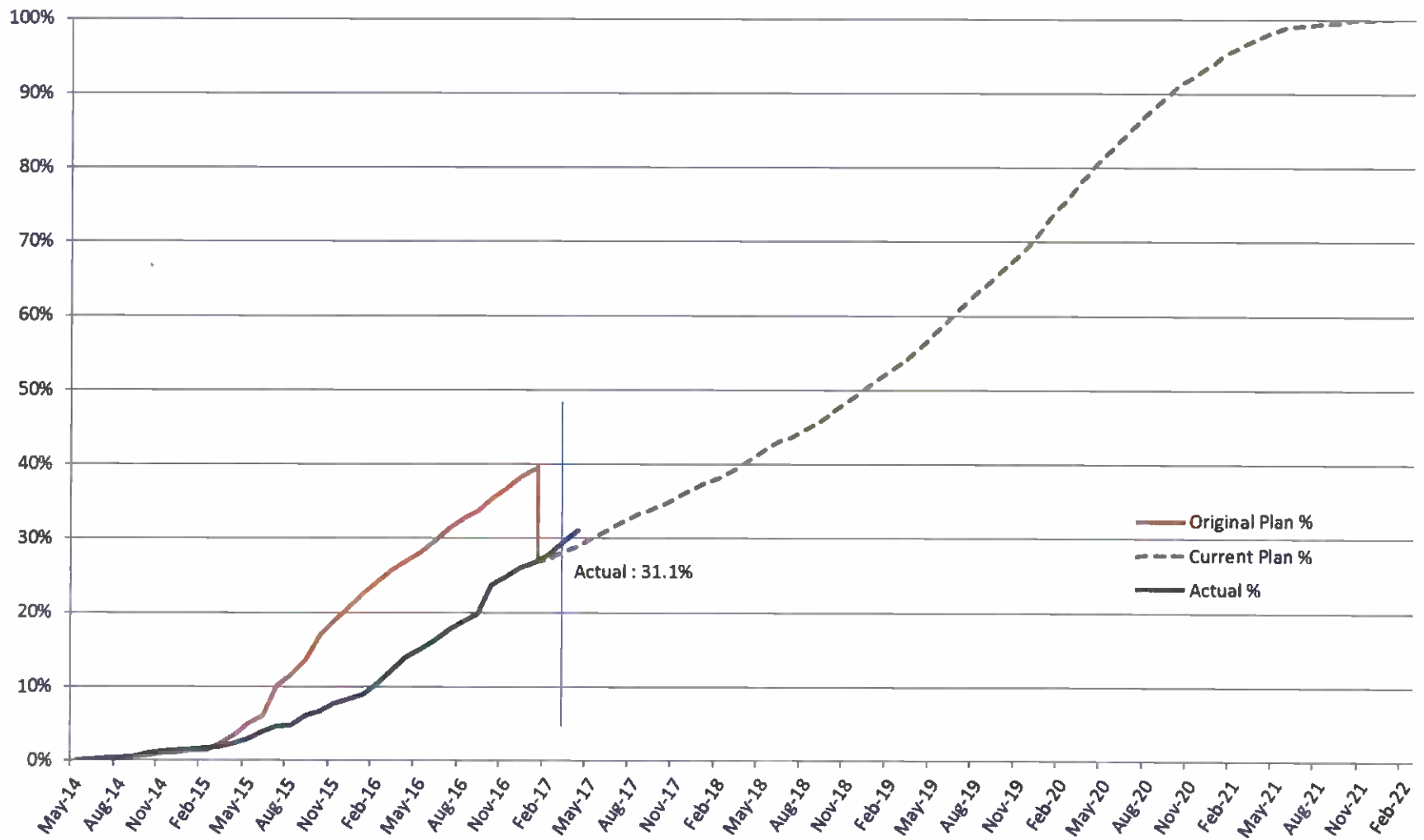
Design Update

Final Design Activities

DESIGN UNIT	SUBMITTAL STATUS	SUBMITTAL DATE
DU01 – Alignment Design, Trackwork and Floating Slab Track	AFC	Approved
DU02 – Flower Cut & Cover (Crossover deleted)	100%	5/15/17
DU02 – Wye Cut & Cover (with Fan Plant)	100%	5/15/17
DU03 – Bored Tunnel, SEM/X-Passage and Tie-back Removal Pit	AFC	Approved
DU03 – SEM Resequencing	AFC	6/16/2017
DU04 – Civil Segment 1 & 2 (Civil Segment A)	100%	5/5/2017
DU05 – Civil Segment 3 & 4 (Civil Segment B)	100%	5/19/2017
DU06 – 2nd and Hope Station	AFC	Approved
DU06 - 2nd and Hope Station Invert/Walls	AFC	Approved
DU06 – 2nd and Hope Pedestrian Bridge (Revised)	30%	6/2/2017
DU07 – 2nd and Broadway Station	AFC	5/8/2017
DU07 – 2nd and Broadway Station Invert/Walls	AFC	Approved
DU08 – 1st and Central Station	AFC	Approved
DU09 – Overhead Contact System	AFC	Approved
DU10 – Traction Power System	AFC	Approved
DU11 – Train Control (All BOPs)	AFC	Approved
DU12 – Communications	100%	5/5/2017

Construction Progress

Regional Connector - Construction Progress as of April 2017



Construction Update Tunneling

- Over 3500 feet mined
- Mined under Red Line Tunnels
- Noise/Vibration near sensitive Stakeholders in compliance
- Arrival at 2nd/Hope – late May



Construction Update 2nd/Broadway



Utility hanging along the north side of Broadway SOE



Steady State Configuration and 2nd/Spring Restoration Complete



Tie-back installation in Broadway Station

- Continue utility hanging and station excavation
- Negotiation with plaza overbuild progressing
- Preparing for Hobas pipe delivery and replacement of LA County storm drain

Construction Update

2nd/Hope



Applying Shotcrete on East Tunnel Eye Left Track

Activities in preparation to receive TBM ongoing

- East and West Tunnel Eye track
- Temporary Rail
- Reception Cradles



Installing/Staging Reception Cradles (walking frame)

Construction Update Flower Street



Finished Sub-Invert slab at TBM Retrieval Shaft



Pile installation at 5th/Flower



Water-line tie-in work on Flower Street

- Waterline tie-ins #1-10 completed without interruption to stakeholders
- Excavation/lagging continues beneath Flower Street decking to support utilities
- Rebar installed and sub-invert poured at TBM Retrieval Shaft
- Pile and deck beam installation at 5th/Flower

Cost and Schedule Update

Proposed FFGA Budget

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT (860228)

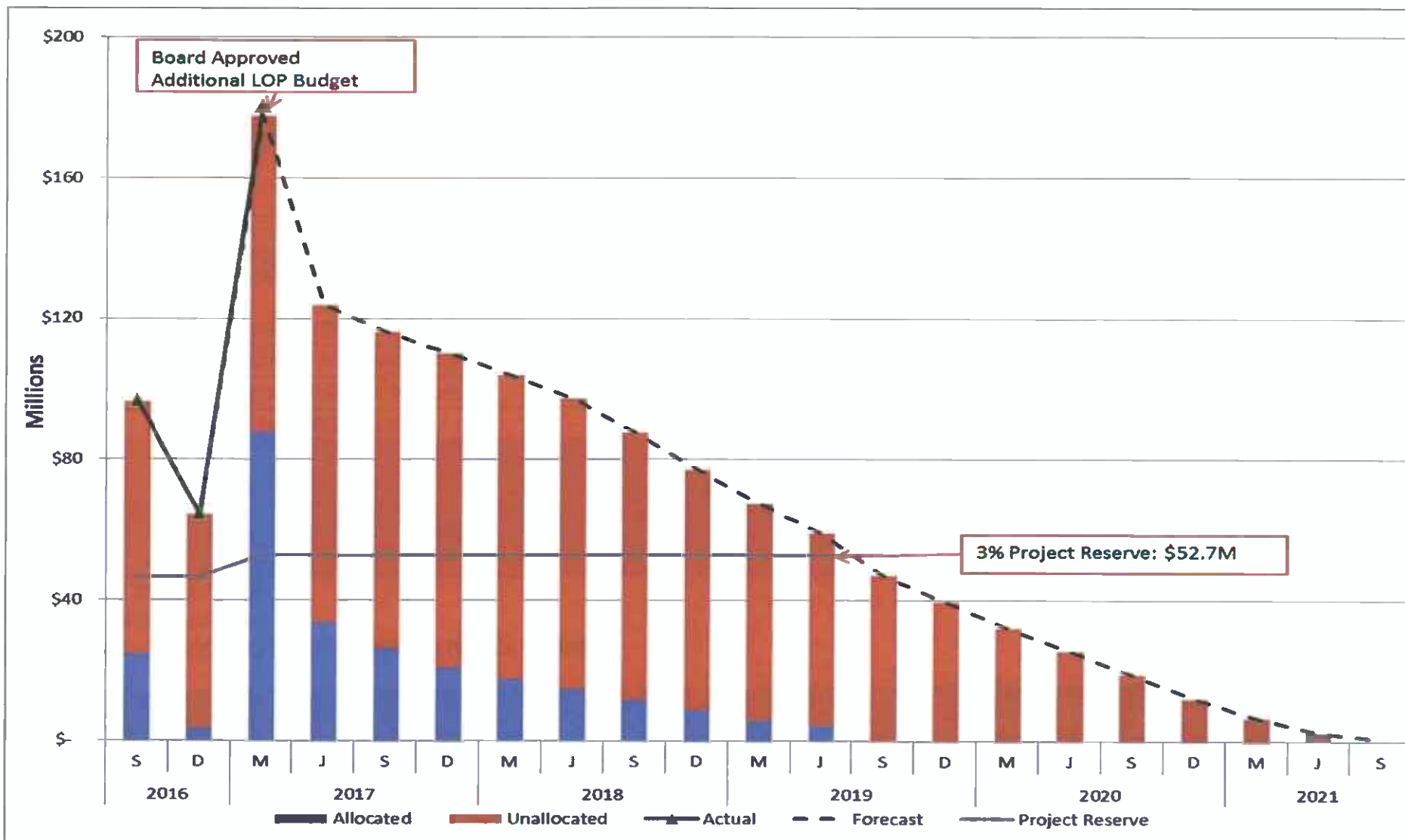
PERIOD ENDING MAR 2017

DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	ORIGINAL FFGA BUDGET	COMMITMENTS	EXPENDITURES	CURRENT FORECAST	VARIANCE
10	GUIDEWAYS & TRACK ELEMENTS	280,622	238,790	80,209	250,128	43
20	STATIONS, STOPS, TERMINALS, INTERMODAL	354,268	223,834	31,639	230,650	34
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDGS	0	0	0	0	0
40	SIT EWORK & SPECIAL CONDITIONS	141,785	516,103	336,982	605,288	5,992
50	SYSTEMS	69,667	63,689	4,145	73,599	-375
	CONSTRUCTION SUBTOTAL (10-50)	846,343	1,042,417	452,975	1,159,665	5,694
60	ROW, LAND, EXISTING IMPROVEMENTS	115,889	74,243	46,525	92,742	0
70	VEHICLES	16,275	16,275	1,678	16,275	0
80	PROFESSIONAL SERVICES	261,455	257,656	213,903	379,111	2,703
	SUBTOTAL (10-80)	1,239,963	1,390,591	715,081	1,647,792	8,397
90	UNALLOCATED CONTINGENCY	135,399	0	0	81,549	-8,397
100	FINANCE CHARGES	27,571	0	0	14,301	0
	TOTAL PROJECT (10-100)	1,402,932	1,390,591	715,081	1,743,642	0
	ENVIRONMENTAL/PLANNING		26,500	24,917	26,500	0
	TOTAL PROJECT (INCL. ENV./PLANNING)	1,402,932	1,417,091	739,998	1,770,142	0

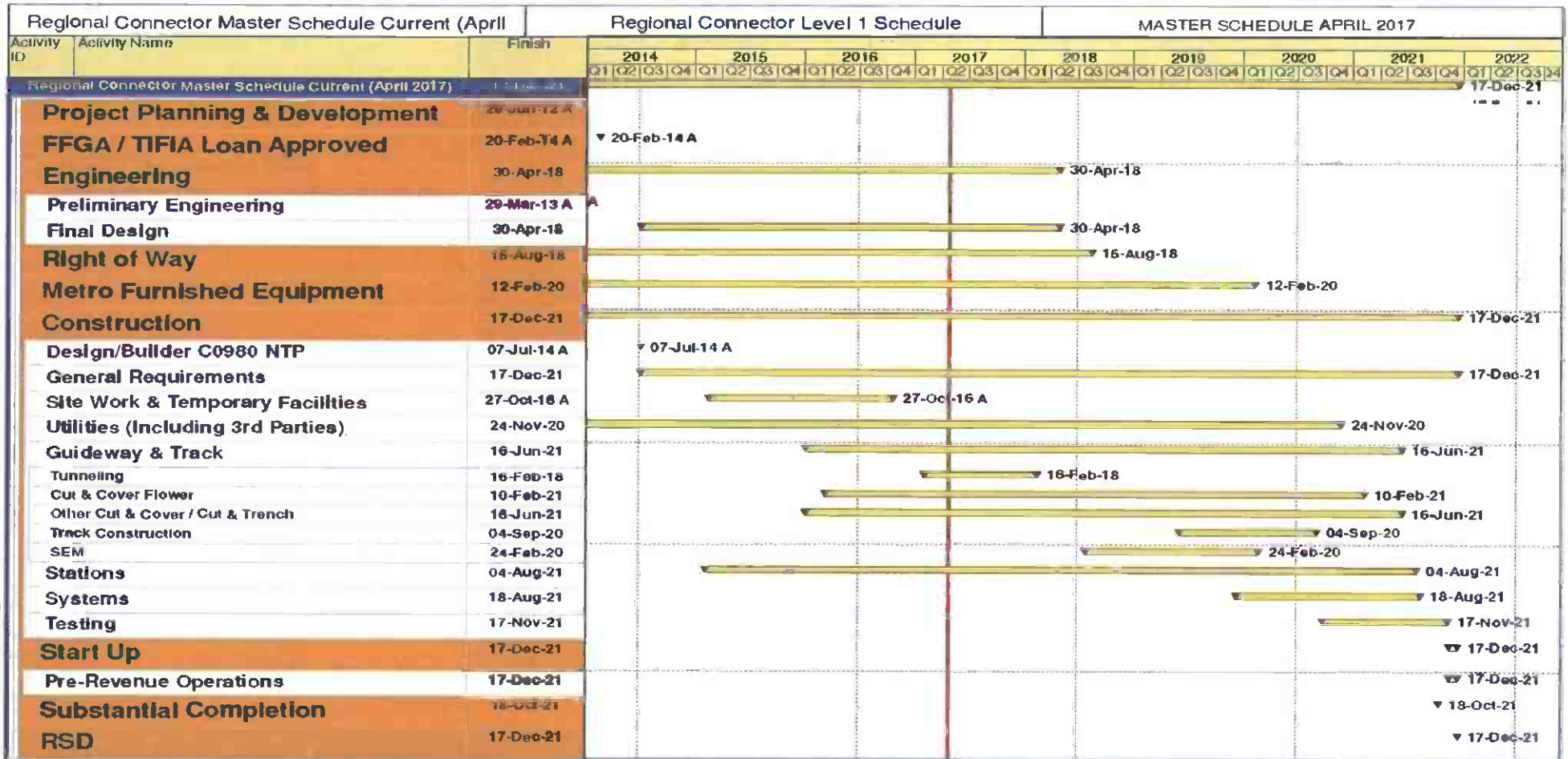
Note: Expenditures reflects FIS incurred cost through Mar 2017 plus pending invoices from RCC, CPJV and Arcadis.

Cost and Schedule Update Contingency Drawdown



Cost and Schedule Update

Summary Schedule



 Remaining Work
 Milestone

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

Data Date : 29-Apr-17
 Current Date : 08-May-17

Risk Assessment Status

Top Five Risks (March 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 to support excavation system. 2. In parallel, review options for struts/walers as alternatives. 3. Maintain communications with owner. 4. City acceptance of SOE design (including LA Times owner demands). 5. Negotiate requirements for City with RCC.
296	6th and Flower utility interference (DWP utilities) may cause delay.	10.5	<ol style="list-style-type: none"> 1. Obtain Caltrans Permit. 2. Review environmental criteria for closure of 6th St; share w/ FTA. 3. Timely completion of water relocation. 4. Secure DWP approval of designs. 5. Re-sequence work plan to leverage 6th Street diversion.
213	Lawsuits at Flower Street may delay the Project and increase costs.	10	<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 ongoing plans and issues.
310	Charles Dunn basement wall within inches from SOE beams may result in design and construction delays.	10	<ol style="list-style-type: none"> 1. Possible relocation/reduction of train control room. 2. Revisit sizing of room requirements. 3. RCC to present alternative preliminary design. 4. Engage building engineer.
317	Systems cut-over and interface issues may exceed contract scope, cost and delay schedule.	9	<ol style="list-style-type: none"> 1. RCC to conduct field investigations on EMP upgrade requirements and alternatives at stations. 2. Tracking EMP upgrades in Systems Integration Team Meetings. 3. Identify other apparent scope issues in concert with RCC. 4. Engage Ops regularly to identify and reconcile issues.

Disadvantage Business Enterprise

Contract C0980 Regional Connector Transit Corridor Design-Build (Reporting Data as of March, 2017)

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>16.94%</p>
Construction	<ul style="list-style-type: none"> • DBE Goal • Current DBE Commitment • Current DBE Participation • Sixty (60) Construction DBE sub-consultants have been identified to date 	<p>18%</p> <p>\$157.7M (18%)</p> <p>18.98%</p>

Questions



"Walking Frame" at 2nd/Hope Station

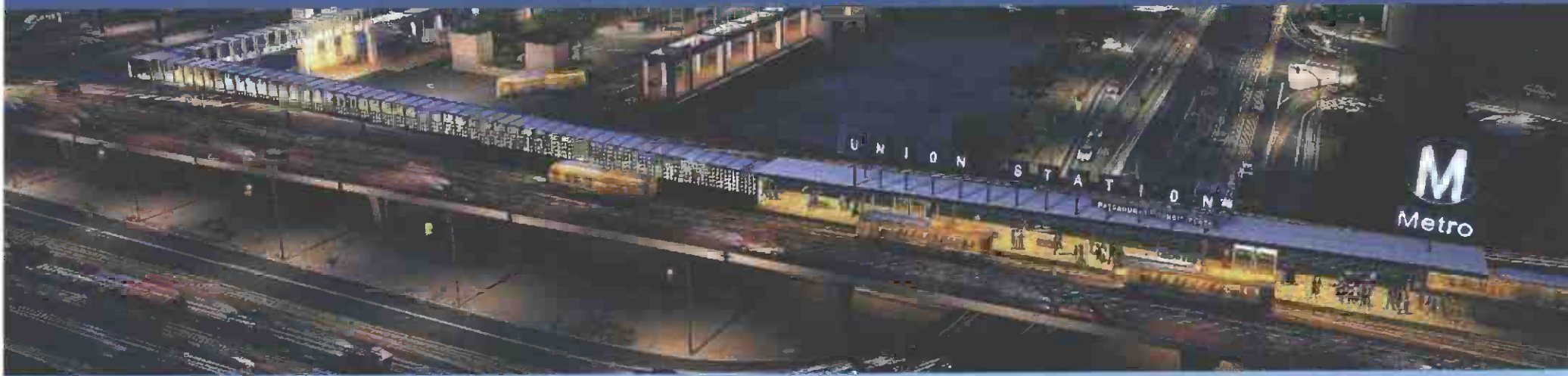
Patsaouras Plaza Busway Station

FTA Quarterly Review – May 31, 2017



Patsaouras Plaza Busway 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 Busway 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	6,173,000	25,857,000	422,000
S	SPECIAL CONDITIONS	750,000	2,517,000	1,007,000	159,000	1,738,000	(779,000)
R	RIGHT-OF-WAY	-	-	-	-	-	-
P	PROFESSIONAL SERVICES	7,425,000	9,024,000	8,310,000	7,269,000	11,023,000	1,999,000
PC	PROJECT CONTINGENCY	2,817,000	2,817,000	-	-	1,175,000	(1,642,000)
TOTAL PROJECT		30,984,000	39,793,000	34,913,000	13,601,000	39,793,000	-



Expenditures through March 31, 2017



Patsaouras Plaza Busway Station

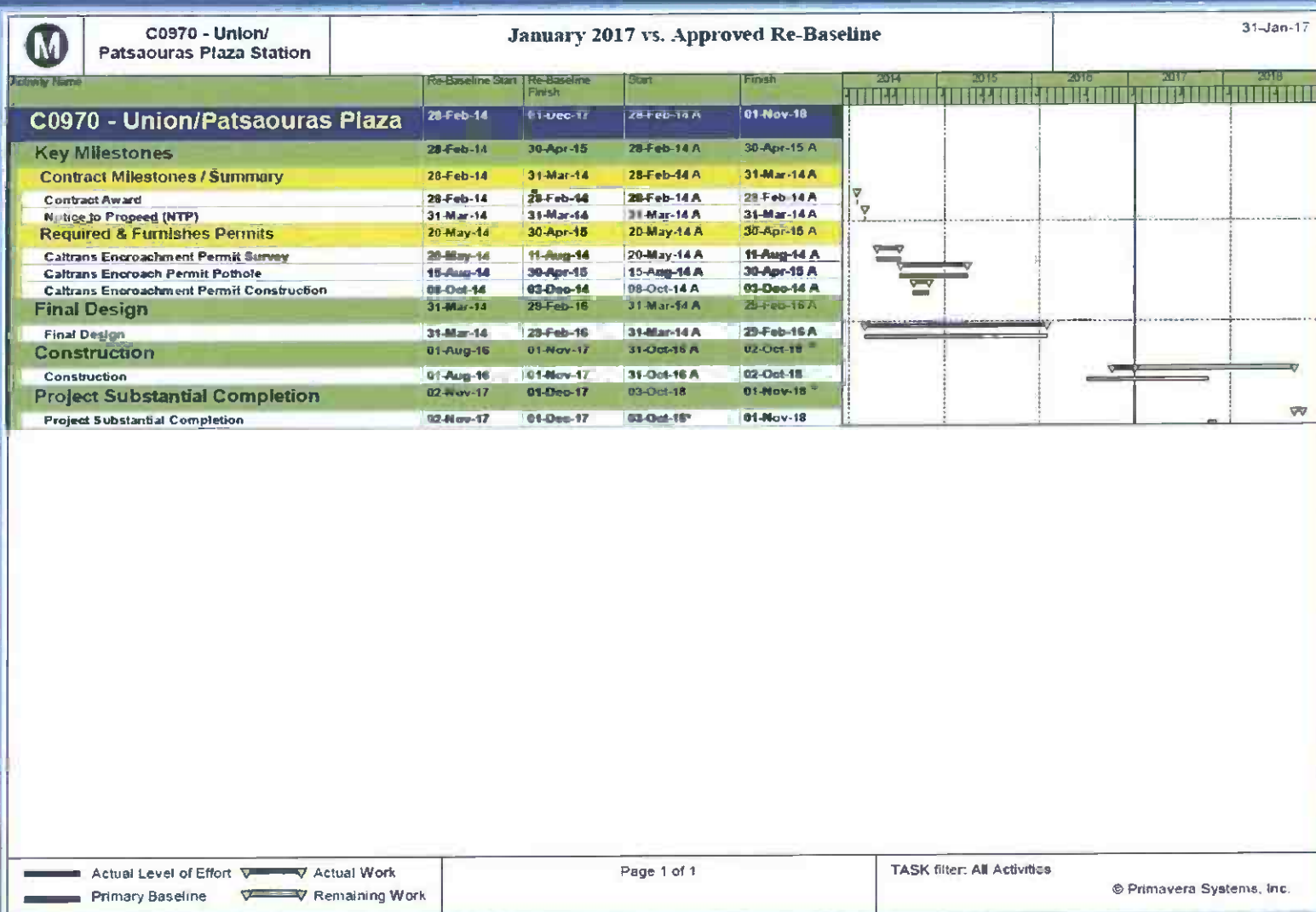
Issues With Potential to go Above \$100,000



- Water Line Relocation
- Schedule Negotiations



Patsaouras Plaza Busway Station Project Schedule



Metro

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



Patsaouras Plaza Busway 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 still awaiting Caltrans approval after addressing comments.
- PSR/PR: Caltrans provided comments and contractor will address them.

Environmental

- Aerially Deposited Lead (ADL) soils activities completed.

Construction

- Completed edge-of-deck demolition
- Mobilized drilling contract and initiated pile activities
 - Initiated relocation of sanitary sewer and AT&T lines



Metro



Patsaouras Plaza Busway Station

Design/Build Contract C0970 – Top Risks and Mitigations



Risk	Impact	Mitigation
Construction schedule negotiations	Budget	Scrubbing Schedule for Concurrent Delays
Utilities not located where identified in as-built drawings	Construction delays	Potholing
Public complaints of Ramirez Street closure	Possible public pressure to shorten or alter hours of closure	Public outreach and increased signage



Patsaouras Plaza Busway Station

Activities for Next Quarter



- Complete relocation of
 - Sanitary Sewer
 - Storm Drain
 - Water Line
 - AT&T lines
- Finish removal of ADL and contaminated soils
- Continue drilling activities
- Continue pouring abutment foundations



Metro



Patsaouras Plaza Busway Station

Construction Photos



Sanitary sewer relocation along Vignes



Bent 2 forming with Bents 3 and 4 in the background



Abutment 1 Foundation Poured



Conflicting AT&T fiber optic cable being removed



Metro



Willowbrook/Rosa Parks Station

FTA Quarterly Review Meeting

May 31, 2017



Willowbrook/Rosa Parks Station

Major Activities During Reporting Period



- Received comments from Caltrans and resubmitted Package E
- Received initial comments from LACDPW and revised Package A
- Awarded \$1,192,649.00 from Bus Operations Subcommittee (BOS) 1% Associated Transit Improvement (ATI) Funds
- Finalized SCE construction SOW
- Conducted two local community pop-up events at the station



Metro

Willowbrook/Rosa Parks Station

Project Schedule

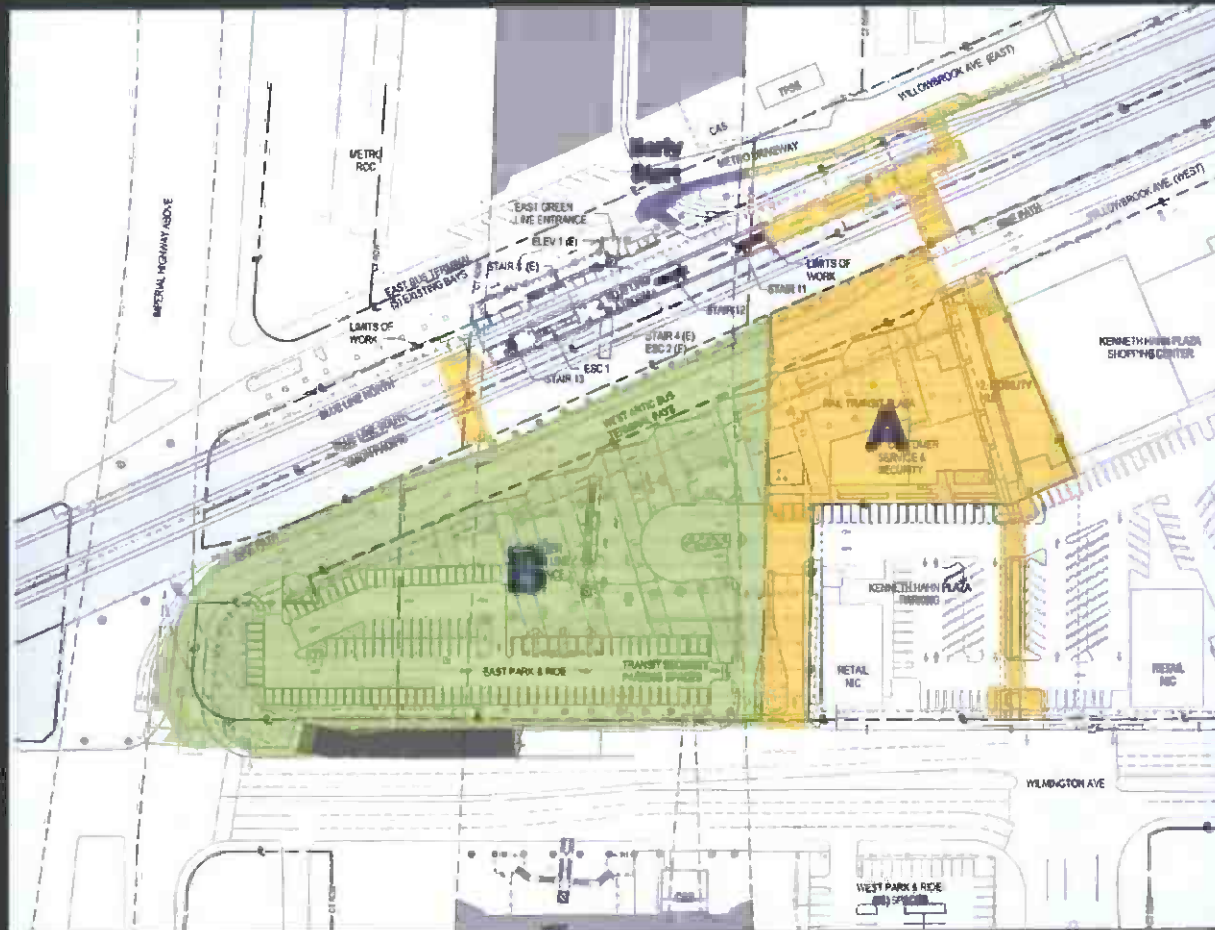
Milestone	Baseline Date	Current Date
MILESTONE	Baseline Date	Current Date
Grant Award	1/17/2014	1/17/2014
Environmental Finding	8/1/2015	8/1/2015
Preliminary Engineering		
30% Design	9/9/2016	9/9/2016
Final Design		
60% Design	11/18/2016	12/29/2016
100% Design	11/30/2016	7/6/2017
Completion of Land Transfer	7/1/2016	9/1/2017
TIGER Funds 100% Obligated	9/30/2016	6/8/2016
Design Bid Docs/Date: Early Start		
Bid Set Submittal		6/23/2017
Contract Award		9/26/2017
Construction		
Notice to Proceed		10/2/2017
Begin Construction		10/3/2017
End of Construction		3/19/2018
Design Bid Docs/Date: Package A		
Bid Set Submittal	10/31/2016	7/17/2017
IFB Issue	5/1/2016	8/31/2017
Contract Award	9/1/2016	11/9/2017
Construction		
Notice to Proceed	10/30/2016	1/5/2018
Begin Construction	5/30/2017	3/6/2018
End Construction (substantial completion)		10/10/2019
Design Bid Docs/Date: Package B		
Bid Set Submittal		11/19/2018
IFB Issue		12/19/2018
Contract Award		7/12/2019
Construction		
Notice to Proceed		8/23/2019
Begin Construction		10/11/2019
End Construction (substantial completion)	10/31/2018	7/16/2020
Project Closeout Date	4/30/2019	5/30/2021



Metro

Willowbrook/Rosa Parks Station

Project Phasing



Metro

Willowbrook/Rosa Parks Station

Project Cost Update

Activity	ORIGINAL GRANT BUDGET	COMMITMENTS	EXPENDITURES	CURRENT FORECAST	ORIGINAL GRANT BUDGET / CURRENT 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	\$ 10,461,121	(\$5,713,881)
Green Line Improvements (<i>Items 6-9: Vertical Circulation, Lighting & Acoustical Enhancements</i>)	\$14,417,979	\$14,417,979	\$0	\$ 2,784,649	\$11,633,330
New Construction (<i>Items 10-13: Civic Plaza, Metro Customer Service Center, Sheriff's Facility, Mobility Hub</i>)	\$16,642,913	\$16,642,913	\$0	\$ 9,687,234	\$6,955,679
Bus and Shelter Improvements (<i>Items 14-16: Improvements to West and East Bus Depots</i>)	\$3,462,904	\$3,462,904	\$0	\$ 967,480	\$2,495,424
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	\$ 1,884,571	\$1,670,497
Circulation Improvements (<i>Items 20-23: Signage, Transit Hall, Pedestrian Promenade, Kiss & Ride Lot</i>)	\$4,844,679	\$4,844,679	\$0	\$ 2,590,909	\$2,253,770
Site-Wide Improvements (<i>Items 24-26: General Site Work, Landscaping, Artwork</i>)	\$3,236,024	\$3,236,024	\$0	\$ 13,411,552	(\$10,175,528)
Preliminary Engineering and Final Design	\$4,281,888	\$5,889,710	\$3,569,291	\$ 5,889,710	(\$1,607,822)
Contingency (10%)	\$5,518,878	\$5,518,878	\$0	\$ 6,651,951	(\$1,133,073)
Land Transaction	\$4,650,000	\$4,650,000	\$3,480,422	\$ 4,650,000	\$0
Tenant Relocation	\$1,300,000	\$1,300,000	\$27,958	\$ 1,300,000	\$0
Total Project Cost	\$66,657,573	\$68,265,395	\$7,077,671	\$ 60,279,177	\$6,378,396

Note: Expenditures cumulative through 04/30/2017



Metro

Willowbrook/Rosa Parks Station

Top Risks and Mitigations

Risk ID	Risk Description	RCMP Type	Risk Score	Action Items
016a	3rd party coordination: - Caltrans	M	10	1. Separate the crossing from other design packages (Design & Construction) - Package B
006	ROW availability to support construction, Condemnation delay risk	R	8	<ol style="list-style-type: none"> 1. Understanding the ROW process - Done 2. Adding ROW into the master schedule for the project 3. Secure all parcel by need date of 6/30/17 4. Metro is going parallel paths, soft approach/condemnation - 11/3/16 Attorney on board to make offer letter - Done - 11/15/16 issue notice of impasse - Done 5. Metro is going parallel paths, soft approach/condemnation - 12/1/16 Board to adopt necessity - Done - File necessity at court - Done - Court dates being set for hearing - Continue to negotiate - Ongoing
021	Rail Ops single tracking requirements, system shut down	C	8	<ol style="list-style-type: none"> 1. Coordinate potential single tracking options with Operations and monitor other projects that require single tracking. 2. This item to be put as a unit price line item in the contract
017	Street work planning, WTCP, permits (Wilmington street crossing)	C	5	1. Continue coordination with county and Caltrans



Metro

Willowbrook/Rosa Parks Station

Anticipated Activities for Next Reporting Period

- Complete Package E review process with Cal Trans and begin procurement for construction
- Receive 100% design set for Package A and B, Submit 100% Package A to LADPW and begin procurement for Package A
- Submit Package A (North and South Crossing) to UP and CPUC
- Submit 100% Package B to Caltrans
- Adjust cost estimate to incorporate 100% documents



Eastside Access Improvements_1st and Central Station FTA Quarterly Review – May 31, 2017



Metro

Eastside Access Improvements

Project Description

- Crosswalk improvements
- Installation of Bike lanes, Cycle Track, and Walk-Bike Esplanade
- Sidewalk widening and repairs
- Tree planting
- Replacement of street lights
- Storm Water In/filtration parkways
- Wayfinding and signage



Metro

Eastside Access Improvements

Preliminary Funding Plan



TIGER VI Discretionary Funds	\$11,800,000
Local (TIGER Match)	\$5,000,000
TOTAL	\$16,800,000



Metro

February 17, 2016 Planning and Programming Committee

February 25, 2016 Metro Board Meeting

Eastside Access Improvements

Preliminary Construction Budget

Activity	ORIGINAL GRANT BUDGET	CURRENT BUDGET	EXPENDITURES	CURRENT FORECAST	ORIGINAL GRANT BUDGET / CURRENT FORECAST VARIANCE
1-Fundaemental Pedestrian Improvements for Entire Project Area	\$386,999	\$881,030	\$0	\$881,030	-\$494,031
2- Los Angeles Street Esplanade from the Plaza to 2nd St.	\$3,698,730	\$865,092	\$0	\$865,092	\$2,833,638
3- Alameda St., From Arcadia to 1st St	\$1,290,531	\$1,630,248	\$0	\$1,630,248	-\$339,717
4- 1st St., from Los Angeles St. to Mission St.	\$2,896,108	\$3,151,619	\$0	\$3,151,619	-\$255,511
5- Vignes-Ramirez-Center-Santa Fe	\$1,163,645	\$2,509,185	\$0	\$2,509,185	-\$1,345,540
6- Central Avenue from 1st to 3rd St.	\$310,438	\$380,583	\$0	\$380,583	-\$70,145
7- Judge John Aiso/San Pedro St. from Temple to 3rd St.	\$691,711	\$574,556	\$0	\$574,556	\$117,155
8- 2nd Traction St. at Alameda St.	\$1,038,816	\$857,982	\$0	\$857,982	\$180,834
Subtotal	\$11,476,978	\$10,850,295	\$0	\$10,850,295	\$626,683
Preliminary Eng/Professional Services	N/A	\$1,914,314	\$971,225	\$2,039,343	
Third Party	N/A	\$900,000	\$15,000	\$900,000	
Escalation	\$1,446,099	\$651,018	\$0	\$651,018	\$795,081
Contingency (20%)	\$2,584,615	\$2,300,263	\$0	\$2,300,263	\$284,352
Mobilization/Traffic Control	\$1,292,308	incl. above	\$0	incl. above	
Total Project Cost	\$16,800,000	16,615,890	\$986,225.08	\$16,740,919	\$59,081
Note	Expenditures cumlative through 5/1/17				



Metro

Eastside Access Improvements Project Schedule

MILESTONE	Baseline Date	Current Date
Grant Award	9/22/2015	9/22/2015
Environmental Finding	9/22/2015	9/22/2015
Preliminary Engineering		
Start Date	9/30/2015	3/30/2016
30% Conceptual Report	3/30/2016	11/30/2016
30% Engineering Design	3/30/2016	3/17/2017
Final Design		
Start Date	4/30/2016	12/30/2016
65% Engineering Design	9/30/2016	4/17/2017
100% Engineering Design	9/30/2016	8/30/2017
Construction		
Notice to Proceed	10/30/2016	12/31/2017
Begin Construction	11/30/2016	1/30/2018
End Construction (substantial completion)	11/30/2017	1/30/2019
Project Closeout Date	11/30/2020	11/30/2020



Metro

Eastside Access Improvements

Risk Register

Plan Check Approval per Project Schedule	4	Schedule over the shoulder reviews with City of LA departments to discuss/address comments and facilitate approval
Sequencing of Construction Activities	4	Continuous coordination with City of LA depts. to determine the order of when improvements will be constructed in order not to impact existing construction projects and city on-going scheduled activities.
Provide Sufficient Time to Complete the Procurement Process	2	Complete plan check approval in order to issue an accurate procurement package. Identify methods to shorten the various activities required by legal statutes if appropriate.



*Level of Risk is from 1-5, 5 being the highest level of risk determined by cost/impact to schedule

Eastside Access Improvements

Current Quarter Update



- Completed survey and soil testing
- Submittal of 30% engineering plans which includes the information identified in the survey
- On-going resolution meetings with City departments



Metro

Eastside Access Improvements

Activities for Next Quarter



- On-going resolution meetings with City departments
- Stakeholder meetings
- Submittal of 65% engineering plans

**Los Angeles County
Metropolitan Transportation Authority**

P3010 Light Rail Vehicle Acquisition Program



FTA Quarterly Meeting

Reporting Period: Feb 2017 - Apr 2017

Presentation Date: May 31, 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. The cars are then shipped to Monrovia Shop / Green Line Shop to perform post shipment inspection and vehicle-level qualification testing:

Car Number	Shipment Dates
1070	February 2, 2017
1071	February 7, 2017
1072	February 15, 2017
1073	February 23, 2017
1074	March 1, 2017
1075	March 6, 2017
1076	March 10, 2017
1077	March 16, 2017
1078	March 22, 2017
1081	April 4, 2017
1079	April 18, 2017
1080	April 25, 2017

- KI continues final assembly on Cars No. 1082 thru 1106 (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 March 2017 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.

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

- Metro had Conditional Accepted sixty nine (69) cars as of Apr 30, 2017 where fifteen (15) and fifty (50) Cars are currently available for revenue service at Gold/Foothill Line and Expo Lines. Four additional Conditional Accepted cars (Cars 1069, 1072, 1074 & 1075) 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 for Base and Option Orders remained disapproved by Metro. KI is revising the schedule based on granted time extension (see next bullet point).
- Metro approved the time extension (ninety two days) claim requested by KI. The revised delivery date of final Base Order is April 22, 2017. The delivery of the last car (No. 1078) was completed on April 3, 2017 (Car 1078); nineteen days ahead of schedule.
- A total of sixty nine (69) 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), 93.6% submitted.



P3010 Light Rail Vehicle Acquisition Program

PROJECT BUDGET (Base Order)

ELEMENT (KI/CONTRACTOR)	LRV PROJECT BUDGET (BASE BUY)	LRV PROJECT BUDGET INVOICED TO DATE	LRV PROJECT COST TO COMPLETE
Base Buy			
78 LRV's	\$268,427,613.00	\$224,805,257.11	\$43,622,355.89
Spare Parts	\$20,069,679.00	\$12,583,698.10	\$7,485,980.90
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	\$247,596,887.51	\$56,838,857.49
Contingency Sub-Total	\$10,704,091.00	\$5,373,918.62	\$5,330,172.38
VEHICLE TOTAL	\$315,139,836.00	\$252,970,806.13	\$62,169,029.87
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 COST TO COMPLETE
Professional Services (Element A)	\$21,208,749.00	\$14,168,405.79	\$7,040,343.21
Professional Services (Element B)	\$8,378,885.00	\$2,629,123.16	\$5,749,761.84
CONSULTANTS TOTAL	\$29,587,634.00	\$16,797,528.95	\$12,790,105.05

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 COST TO COMPLETE
Options 1 & 4 (97 LRVs)	\$323,798,891.00	\$50,456,373.00	\$273,342,518.00
Spare Parts	\$27,332,000.00	\$0.00	\$27,332,000.00
Special Tools	\$943,789.00	\$0.00	\$943,789.00
Diagnostic Test Equipment	\$2,080,181.00	\$0.00	\$2,080,181.00
Training		\$0.00	
Manuals		\$0.00	
Performance Bond	\$12,166,783.00	\$12,166,783.00	\$0.00
On-Site Engineer			
Vehicle Sub-Total	\$366,321,644.00	\$62,623,156.00	\$303,698,488.00
Contingency Sub-Total	\$18,604,375.00	\$864,597.85	\$17,739,777.15
VEHICLE TOTAL	\$384,926,019.00		\$321,438,265.15
LACMTA			
MTA Admin Option 1 & 4	\$3,048,674.00		

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

P3010 Light Rail Vehicle Acquisition Program

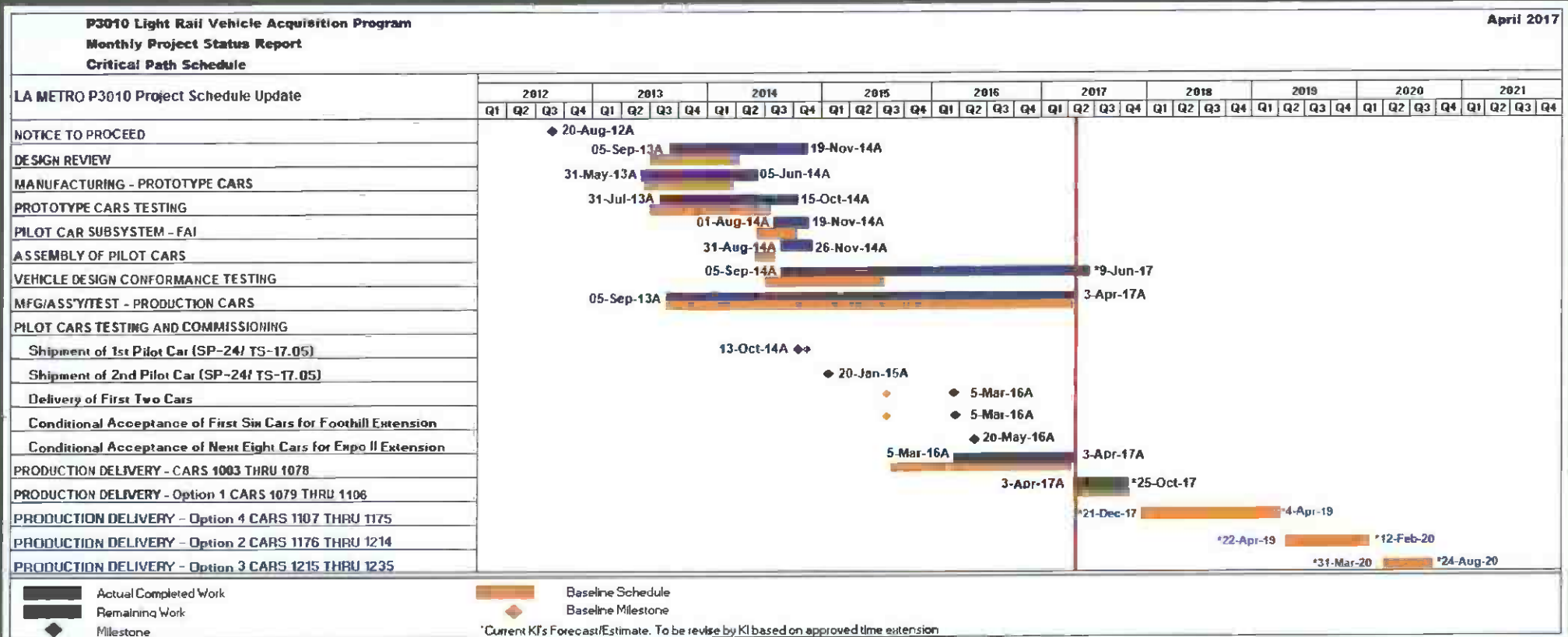
PROJECT BUDGET (Options #2 & #3)

ELEMENT (KI/CONTRACTOR)	LRV PROJECT BUDGET (OPTIONS 2 & 3)	LRV PROJECT BUDGET INVOICED TO DATE	LRV PROJECT COST TO COMPLETE
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	Need to resolve technical issues. KI to schedule a meeting on this issue.
 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	Under review by Metro

 = CM Executed by Metro

Note: Information is accurate as of April 30, 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
May 31, 2017



Metro

New Heavy Rail Vehicle Program

- **PROJECT STATUS (ACTIVITIES FOR REPORTING PERIOD)**
 - NTP issued to CRRC MA on Wednesday March 22, 2017
 - Conducted Project Kick-Off Meeting on Friday March 24, 2017



Metro

New Heavy Rail Vehicle Program

- PROJECT BUDGET

BASE ORDER SUMMARY	HRV PROJECT BUDGET	BUDGET INVOICED TO DATE	BUDGET REMAINING
BASE ORDER 64 VEHICLES	\$178,395,869	\$8,075,198	\$170,320,671
PROFESSIONAL SERVICES	\$20,938,375	\$2,181,969	\$18,756,406
MTA ADMINISTRATION	\$11,960,055	\$1,399,890	\$10,560,165
VEHICLE SUBTOTAL	\$211,294,299	\$11,657,057	\$199,637,242
CONTINGENCY	\$21,926,767	\$0	\$21,926,767
CONTINGENCY SUBTOTAL	\$21,926,767	\$0	\$21,926,767
TOTAL PROJECT	\$233,221,066	\$11,657,057	\$221,564,009



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

- MASTER PROJECT SCHEDULE (MPS) – BASE ORDER



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	34	LACMTA	Mitigate	1. Closely monitor the Contractor and their management of its 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	Mitigate	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	Commercial	Local Employment Program and Facility Commitment	09-May-17	5	3	3	12	Contractor	Mitigate	1. LACMTA to work and coordinate with Contractor to plan and mitigate risks. 2. LACMTA to work and coordinate with Contractor to leverage and apply best practices/lessons learned to plan and mitigate risks.	3	3	2	6
4	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
5	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
6	Engineering	Lack of system integration expertise may result in system design conflicts or omissions that result in delays.	15-Nov-16	3	3	3	9	LACMTA	Mitigate	1. Provide close oversight of system integration effort. 2. Supplement the Contractor's staff with System Integration SME's	3	2	2	5



Metro

New Heavy Rail Vehicle Program

- **COMMERCIAL TERMS AND CONDITIONS**
 - None
- **ANTICIPATED ACTIVITIES FOR NEXT REPORTING PERIOD**
 - Conduct Line-By-Line Technical Specification review
 - Conform Technical Specification
 - Conceptual Design Review to start in June 2017



Metro

FTA Quarterly Review Action Item Report – February 22, 2017

Item No.	Status	Description	Responsible Agency	Responsible Staff	Due Date
1-2/22	Open	Metro to provide the FTA/PMOC the status of Finance Costs included in the Life of Project Budget for all major projects.	LACMTA	Brian Boudreau/ William Brown/ Rick Wilson/ Daniel Estrada	3/29/17
2-2/22	Open	Metro to include a Contingency Drawdown slide in future Westside Purple Line Extension Section 2 Project presentations.	LACMTA	Michael McKenna/ Rick Wilson	3/29/17
4-2/22	Open	Metro to include Top Risks and Mitigations in future presentations for the Patsaouras Plaza Bus Station Project, Willowbrook/Rosa Parks Station Project and the Eastside Access Improvements Project.	LACMTA	Timothy Lindholm/ Paul Whang/ Gerry Alvarez/ Dolores Roybal	5/31/17
5-2/22	Open	Metro to provide the FTA/PMOC an Action Plan on the delivery and final acceptance of the P3010 vehicles.	LACMTA	Jesus Montes/ Annie Yang	5/31/17
6-2/22	Open	Metro to provide the FTA/PMOC an update on the Long Range Transportation Plan.	LACMTA	Therese McMillan/ David Mieger	5/31/17
7-2/22	Open	Metro to add a Comments Column to future Measure M Funding slides in the Metro Planning Reports presentation.	LACMTA	Therese McMillan/ David Mieger	5/31/17
3-8/31	Open	Metro to provide the FTA/PMOC a copy of the Metro Ridership Survey results.	LACMTA	Drew Phillips	11/30/16

FTA Quarterly Review Action Item Report – February 22, 2017

Item No.	Status	Description	Responsible Agency	Responsible Staff	Due Date
2-8/31	Closed	Metro to notify the PMOC/FTA of future Heavy Rail Vehicle Acquisition Program Risk Meetings.	LACMTA	Cop Tran	10/31/16
4-8/31	Closed	Metro to provide the FTA/PMOC local employment data for the Heavy Rail Vehicle Acquisition Program.	LACMTA	Cop Tran	11/30/16
4-12/7	Closed	Metro to produce a Patsaouras Plaza Busway Station Monthly/Quarterly Project Status Report.	LACMTA	Tim Lindholm	2/22/17
3-2/22	Closed	Metro to provide the FTA/PMOC a copy of the Contractor's invoice for the Patsaouras Plaza Busway Station Project.	LACMTA	Timothy Lindholm/ Gerry Alvarez	3/29/17